

2007-R-093

Property Owner: Roy and Lucille Carpenter

Agent: Angie J. Jones (Locklin & Jones, P.A.)

Existing Zoning: AG (Agriculture District)

Requested Zoning: HCD (Highway Commercial Development District)

Existing FLUM: Residential

Requested FLUM: Commercial

STAFF ANALYSIS

Part I. General Information:

Applicant: Roy and Lucille Carpenter

Agent: Angie J. Jones (Locklin & Jones, P.A.)

Project Location: 4441 Bell Lane, Pace

Parcel Number: 13-1N-29-0000-01005-0000

Parcel Size: Total acreage requested = 2.41 (+/-) acres

Purpose: Commercial Development

Requested Action(s): (1) Amendment of the Land Development Code Official Zoning Map changing the zoning district **from AG to HCD**; and,
(2) Large scale amendment of the Comprehensive Plan Future Land Use Map changing the future land use designation **from Residential to Commercial**.

Existing Zoning Description: AG (Agriculture District) allows detached single family residential structures and mobile homes. Also allows accessory structures, facilities and uses customarily found on farms and used expressly for activities conducted in connection with farming operations, commercial and non-commercial agriculture, poultry, horse and livestock raising, provided all buildings for such accessory uses meet setback requirements for primary buildings. Maximum allowable density = 1 dwelling unit (du) per acre.

Proposed Zoning Descriptions: Highway Commercial Development (HCD) District allows for a wide range of uses appropriate and easily accessible to major transportation corridors.

Automobiles and other vehicular service establishments, motels and hotels, business and professional offices, general retail and eating and drinking establishments, primarily characterize the HCD District. Additionally, this district is generally located adjacent to districts characterized by medium to high density residential development and areas of more intensive commercial use. Multiple family residential uses are allowed as a Conditional Use only upon determination by the Zoning Board of Adjustment.

Existing FLUM: Residential

Proposed FLUM: Commercial

Current Use of Land: Single Family Residential

Surrounding Zoning: North, south and east of the subject site is AG (Agriculture District). West of the site is R2 (Medium Density Residential). HCD (Highway Commercial Development District) zoning is located approximately 200 feet north of the subject property and extends north on Bell Lane toward Highway 90.

Rezoning History: From 2001 to 2007, records indicate approximately 40 acres north, northwest and northeast of the subject site has been rezoned to HCD (Highway Commercial Development District). A 2 acre parcel 200 feet north of the subject site was rezoned from Ag to HCD as part of Comprehensive Plan Package 07-2 adopted by the BOCC in October 2007. In 2004, 32.44 acres were rezoned to R2 (Medium Density Residential District) and 3.6 acres were rezoned to NC (Neighborhood Commercial District) west of the site.

Part II. Data and Analysis

Traffic: The proposed amendment impacts segments of Highway 90 that are near capacity based on an update of the County's concurrency management system.

Currently, the only segment operating below the adopted level of service is SR 281 (Avalon Boulevard) from I-10 to Mulat Road. Right-of-way acquisition is underway now to widen it to four lanes. A federal earmark of \$12.8 million is in a "fund box" awaiting additional funding to fully fund construction of the segment from I-10 to north of the CSX Railroad. It is the number one road widening project priority of the FL-AL TPO. Construction to four lane the segment from north of the CSX Railroad to US 90, which includes a significant portion of I-10 to Mulat Road, is scheduled for FY 12 in the FDOT Work Program.

Overall roadway network plans that include adoption of a long range concurrency management plan are being considered by the County and that plan will be included in the County's Comprehensive Plan.

Potable Water: The applicant's analysis indicates current capacity for the proposed development verified by the servicing utility (Pace Water Systems, Inc.). Staff has reviewed the potable water information and concurs with the applicant's analysis.

Sanitary Sewer: The applicant's analysis indicates current capacity for the proposed development verified by the servicing utility (Pace Water Systems, Inc.). Staff has reviewed the sanitary sewer information and concurs with the applicant's analysis.

Solid Waste: The applicant indicates a private hauler will be used to transport solid waste from the site. Currently the landfill has approximately 52% of the permitted airspace remaining. Based on estimated population projections, the remaining life of this airspace is approximately 30 years.

Drainage: Staff has reviewed the drainage information and concurs with the applicant's analysis.

Parks, Recreation and Open Space: A rezoning to HCD would not increase demand on recreation facilities.

Schools: A rezoning to HCD would not increase demand on school facilities.

Consistency with the Adopted Comprehensive Plan: Staff has reviewed this information and generally concurs with the applicant's analysis, except as noted in this staff analysis.

Compatibility:

Policy 5.1.C.8 of the Comprehensive Plan states:

"the County shall continue to utilize the Future Land Use Map amendment, rezoning, conditional use and special exception approval process to assure that new proposed land uses are compatible with existing residential uses, and will not significantly contribute to the degradation of residential neighborhoods."

The property is located on Bell Lane, a major collector roadway, is approximately 2000 feet from Highway 90, and is bordered to the west by multifamily residential. However, single family residential uses border the site to the north, south, and east, making it unclear if the proposed use is compatible.

Y:\PlanZone\2007 CPA & Rezonings\INDIVIDUAL PROJECTS for 2007\07-R-093; AJones, Carpenter; LSA Res to Com; Rezone Ag to HCD (2.41 acres)\07-R-093, Staff Analysis.doc

REZONING/LARGE-SCALE PLAN AMENDMENT

Approximately 2.39 acres on Bell Lane

August 2007

Property Reference #: 13-1N-29-0000-01005-0000

Existing Zoning:

AG (Agriculture/Rural Residential)

Existing FLU:

RES (Residential)

Requested Zoning:

HCD (Highway Commercial District)

Requested FLU:

COMM (Commercial)

Prepared By:



REBOL-BATTLE & ASSOCIATES
Civil and Environmental Engineers

RBA Project # 2007098 – Bell Lane Rezoning

Narrative

The owners of the site are requesting to change the zoning from AG (Agricultural/Rural Residential) to HCD (Highway Commercial District) and amend the existing future land use category from RES (Residential) to COMM (Commercial). The overall size of the site is approximately 2.39 acres. The property reference identification number is listed on the title page of this report. This parcel is located in Pace, FL on the west side of Bell Lane approximately 0.35 mile south of U.S. Highway 90 - See Attachment "A" and "B", Location Map and Aerial Photograph, respectively.

The parcel is currently zoned AG (Agricultural/Rural Residential) and the site is developed as single family residence. The current growth in the area suggests that additional areas of commercial use to support residential developments are warranted. Infrastructure is in place to support development.

It is the intent of this report to show that this request for rezoning and future land use category amendment is in accordance with the Santa Rosa County Comprehensive Plan and that the infrastructure is in place to support such a development. The property is currently developed as a single family residence and is bordered by parcels to the north and the south that are zoned as AG (Agriculture/Rural Residential) and are residential in use. The parcel to the west of the subject site is zoned R-2 and is vacant in use. Bell Lane extends the entire eastern border of the subject parcel.

The current zoning description of the subject property is AG (Agriculture/Rural Residential) - see Attachment "C", Current Zoning Map. As described in the Santa Rosa County Land Development Code, the AG district is designated to provide suitable areas for low density residential development. This district will be characterized by a single family detached structure and such other structures as are accessory thereto. This district also may include, as specifically provided for in these regulations conditional uses for community facilities and utilities which service specifically the residents of this district, or which are benefited by and compatible with a rural residential and farming environment. Such facilities should be accessibly located and appropriately situated in order to satisfy special requirements of the respective community facilities. The maximum allowable residential density is one (1) dwelling unit per acre.

The proposed zoning description of subject property is HCD (Highway Commercial Development District) - see Attachment "D", Proposed Zoning Map. As described in the Santa Rosa County Land Development Code, this district is designated to provide for a wide range of uses in appropriate and easily accessible locations adjacent to major transportation corridors and having access to a wide market area. This district is intended to be situated along selected segments of major thoroughfares in the vicinity of major intersections. Taking into account the area required for driveways, parking, retention ponds, it is estimated that the maximum build out for the subject property would be approximately 40% of the site, +/-41,600sf.

As stated above, the current land use of subject property is a single family residence -See Attachments “B” and “E”, Aerial Photograph and Existing Land Use Map, respectively.

Proposed Land Use: Commercial

Property Description

The parcel included in this rezoning request is located on the west side of Bell Lane, approximately 1/4 mile south of U.S. Highway 90 in Pace - See Attachment “A” and “B”, Location Map and Aerial Photograph, respectively. The total project size is approximately 2.39 acres, and is currently zoned Agriculture/Rural Residential (AG).

Consistency with Proposed Santa Rosa County 2000-2020 Comprehensive Plan

The proposed development is consistent with the proposed Santa Rosa County 2000-2020 Comprehensive Plan Future Land Use - See Attachment “F” and “G”, Future Land Use Map and Proposed Future Land Use Map, respectively. There is sufficient infrastructure in place to support the development.

Sanitary Sewer

Pace Water System, Inc. provides sanitary sewer for the area and has an existing 12” force main line in the southern right-of-way of Highway 90. The proposed development would require a lift station and private force main which would connect to the existing 12” force main at Highway 90. Expected sewer flow for a maximum allowable build-out for development on the property is estimated at 4,853 gallons per day ($41,600\text{sf} / 3,000\text{sf/EDU} \times 350\text{gal/EDU} = 4,853\text{gpd}$). The projected year 2010 and 2020 data was provided by Pace Water System.

Current Data:

Pace Water System, Inc.

Maximum Capacity:	1.5 million gallons per day
Average Flow:	1.0 million gallons per day

Projected Year 2010 Data:

Pace Water System, Inc.

Maximum Capacity:	1.5 million gallons per day
Demand:	1.301 million gallons per day

Projected Year 2020 Data:

Pace Water System, Inc.

Maximum Capacity:	1.5 million gallons per day
Demand:	1.846 million gallons per day

The proposed amendment is not expected to create capacity problems for Pace Water System, Inc. A letter from Pace Water Systems, indicating their capacity to accommodate the development is attached as Attachment “H”. While the aforementioned projection in year 2020 indicates a capacity deficit of 0.346 million gallons per day for Pace Water System, Inc. wastewater treatment plant, the projections do not consider capital improvement programs normally carried out by the system during the course of operations. Additionally, wastewater treatment facilities permitted in the State of Florida are required by Section 62-600.405, Florida Administrative Code (F.A.C.) to “provide for the timely planning, design, and construction of wastewater facilities necessary to provide proper treatment and reuse or disposal of domestic wastewater and management of domestic wastewater residuals”. Section 62-600.405 F.A.C. also provides requirements for such facilities to submit periodic capacity analysis reports, construction permit and operating permit applications for expanded facilities required to meet projected demands. Pace Water System, Inc. is currently under design of a 3 million gallon per day plant expansion. It is anticipated that this plant expansion will be complete in 2007. Therefore, it is apparent that Pace Water System, Inc. will have the ability to accommodate the demand for sanitary sewer in the year 2020.

Potable Water

Pace Water Systems, Inc. will provide the potable water service for the proposed project. There is a 6” water main located in the eastern right of way of Bell Lane. Expected potable water demand for the maximum build-out is 4,853 gallons per day (41,600sf / 3,000sf/EDU x 350 gal/EDU = 4,853gpd).

Current Data:

Pace Water System, Inc.

Maximum Capacity:	11.088 million gallons per day
Average Flow:	3.445 million gallons per day

Projected Year 2010 Data:

Pace Water System, Inc.

Maximum Capacity:	11.088 million gallons per day
Demand:	4.039 million gallons per day

Projected Year 2020 Data:

Pace Water System, Inc.

Maximum Capacity:	11.088 million gallons per day
Demand:	5.384 million gallons per day

The proposed amendment is not expected to create capacity problems for the Pace Water System. A letter from Pace Water Systems, indicating their capacity to accommodate the development is attached as Attachment “H”.

Solid Waste

Solid waste disposal services for this proposed development will be provided by private contract vendors. Expected solid waste for a maximum allowable build-out for development of the property is estimated at 292 pounds per day (6 ppc/d x 13.9 EDU's x 3.5 people/EDU = 292ppd). Adequate capacity is currently available in facilities operated by Santa Rosa County. With a current maximum capacity of 593 acres of landfill and approximately 84 acres filled, the County anticipates adequate solid waste capacity for at least the next 75 years. This proposed development will not adversely affect the adopted LOS standard. The following data was provided by Santa Rosa County Planning & Zoning:

Projected Solid Waste Demand and Capacity Central Landfill - Santa Rosa County					
<i>Year</i>	<i>Permanent Population</i>	<i>Seasonal Population</i>	<i>Total Population</i>	<i>Total Demand @ LOS 6 ppc/d</i>	<i>Countywide Capacity</i>
2000	117,743	3,496	123,239	0.739 mp/d - 1,231 cy/d - 0.449 mcy/y	19.868 mc/y
2005	134,080	3,848	137,928	0.828 mp/d - 1,380 cy/d - 0.504 mcy/y	17.623 mc/y
2010	152,872	4,144	159,026	0.954 mp/d - 1,590 cy/d - 0.580 mcy/y	15.103 mc/y
2020	188,800	5,051	195,871	1.175 mp/d - 1,958 cy/d - 0.715 mcy/y	9.303 mc/y
Source: Santa Rosa County Planning & Zoning, 2003. (Assume 600 pounds per cubic yard) ppc/d = pounds per capita per day; mp/d = millions of pound per day; cy/d = cubic yards per day; mcy/y = millions of cubic yards per year; mc/y = millions of cubic yards.					

Drainage

Drainage of the proposed development will be accomplished via conventional storm water collection and treatment mechanism (i.e. curb and gutter, swales, retention ponds, etc.). The retention ponds will be designed and constructed in accordance with rules and regulations set forth in the Santa Rosa County Land Development Code and Florida Statute 62-25 (FDEP). In issuing a Development Order for the proposed development, Santa Rosa County will review all construction drawings and design documents to insure that the drainage elements of the development are in accordance with all State and local criteria.

Traffic

A traffic analysis has been conducted by Engineering and Planning Resources P.C. and is included in Attachment "O" of this report.

Parks, Recreation and Open Space

Information provided by the Santa Rosa County Planning and Zoning Department indicates that Santa Rosa County has adequate parks and open spaces to meet projected growth through 2010 and that the proposed development will not degrade the adopted level of service for parks, recreation and open space.

Maximum Demand:	3,542 acres
Current:	245,967 acres

Consistency with the Adopted Comprehensive Plan

The following pages address specific elements of the adopted Santa Rosa County Comprehensive Plan and appropriate sections of the Santa Rosa County Land Development Code. Review of the information presented on the following pages will demonstrate that this proposed amendment is consistent with the adopted Comprehensive Plan for Santa Rosa County.

Policy 3.1.E.6: The County shall use the latest version of the Flood Damage Prevention Ordinance promulgated by FEMA to determine the location of the 100-year floodplain and flood prone areas and development shall be limited in those areas, consistent with FEMA requirements.

Response: The subject Property is located within a FEMA Zone X, areas determined to be outside 500 year flood plain, as shown on National Flood Insurance Map, Community Panel Number 12113C0426 G, map revised December 19, 2006. The areas adjacent to the subject property are also located in the FEMA Flood Zone X. This request is, therefore, consistent with this policy.

Policy 3.1.G.4: No future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such findings upon receipt of a report from the LPA.

Response: The Highway 90 and Bell Lane area is becoming a significant corridor for development in Santa Rosa County. The proposed development is located within close proximity to existing residential neighborhoods, schools, shopping and other facilities, and thereby discourages urban sprawl by concentrating commercial facilities along major corridors. This request, therefore, is consistent with this policy.

Policy 6.3.B.3: The LOS standards for drainage and water quality shall be:

- A) Retain the first inch of run-off; and
- B) Post development run-off shall not exceed the pre-development run-off rate for all storm events, up to and including an event with 24-hour duration, 100-year return frequency.
- C) Post development run-off in constrained basins shall not exceed the pre-development run-off rate for a 100-year storm event during all storm events, up to and including an event with 24-hour duration, 100-year return frequency.
- D) Post development run-off in closed basins shall be retained on-site for all storm events, up to and including the 24-hour duration, 100-year return frequency storm event.

Note: The LDC regulations include design and performance standards pursuant to Section 62-25, F.A.C. and Section 62-301, F.A.C.

Response: The proposed development designed and constructed in accordance with rules and regulations set forth in the Santa Rosa County Land Development Code and Florida Statute 62-25 (FDEP).

Policy 8.1.A.2: The land use categories shown on the FLUM's take into account the compatibility of development with natural resources. In reviewing requests for amendments to the FLUM, the County will consider the impact of the request on the environmentally sensitive land uses and will direct the incompatible land uses away from such areas. For purposes of FLUM amendment reviews, incompatible uses would be those that would necessarily result in greater impact to on-site environmentally sensitive lands than would occur under the current Future Land Use designation. If necessary to fulfill this requirement, the applicant may be required to submit a survey indicating the of environmentally sensitive lands along with site plans demonstrating the potential impact of development under the current Future Land Use designation and under the Future Land Use designation.

Response: The predominant soil types found on the site are of the Troup Series (Troup Loamy Sand, 0-5% slope). The soils of the Troup series are loamy, nearly level to gently sloping, well drained soils that occur on broad ridge tops in the uplands.

Any construction performed on this site will necessarily meet all local and state building criteria including soil and subsoil preparation requirements - See Attachment "T", Soils Map.

The National Wetlands Inventory Map as Attachment "J" indicates that the entire property consist of uplands. If necessary, prior to development, biologist will evaluate the potential and character of the subject wetlands and define the exact limits for possible exclusion from development. It is the intent of the prospective developers to avoid wetland impact fully. This request is therefore, consistent with this policy.

The Santa Rosa County GIS Map as Attachment "K", Vegetative Communities Map, indicates the predominant vegetation species on the site is unclassified.

The Santa Rosa County GIS Map as Attachment "L", Strategic Habitat Map, indicates there are no strategic habitats located on this site. The subject property will be evaluated by an experienced biologist for endangered species habitat prior to development. Should any endangered species habitat be found, measures will be taken for avoidance, minimization and in rare cases relocation within state and local guidelines. Based on the maps provided and records that we are aware of there are no potential environmental issues which would be prohibitive for development of this property.

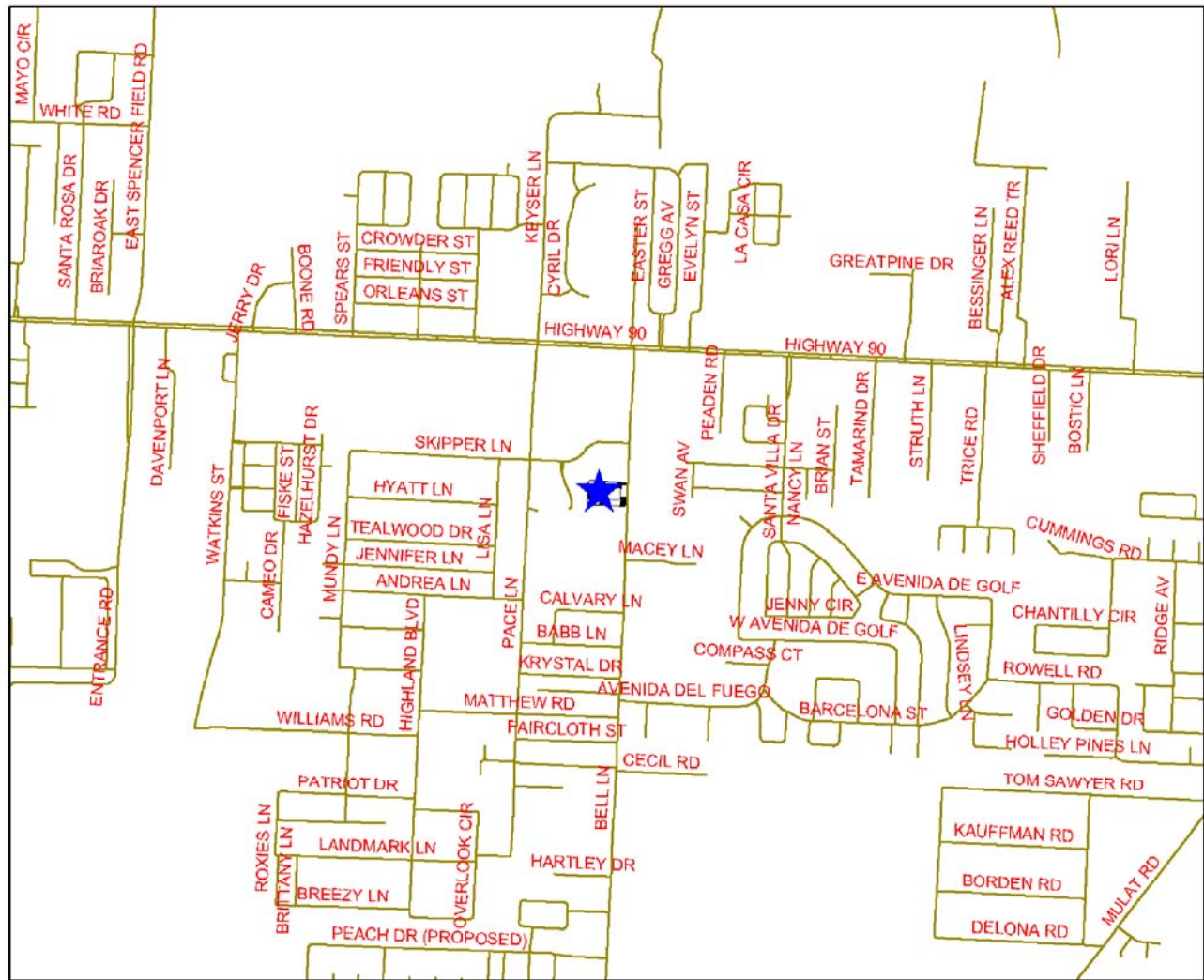
The Santa Rosa County GIS Map as Attachment "M", Habitat and Land Cover Map, indicates the site is predominately of Grassland (Agriculture) with a small region being barren

See Attachment "N" for the Santa Rosa County GIS Biodiversity Hot Spots Map indicating the site does not contain focal species outside of the background levels.

List of Attachments

Attachment “A”	-	Location Map
Attachment “B”	-	Aerial Photograph
Attachment “C”	-	Current Zoning Map
Attachment “D”	-	Proposed Zoning Map
Attachment “E”	-	Existing Land Use Map
Attachment “F”	-	Future Land Use Map
Attachment “G”	-	Proposed Future Land Use Map
Attachment “H”	-	Pace Water Systems Water/Sewer Availability Letter
Attachment “I”	-	Soils Map
Attachment “J”	-	Wetland Map
Attachment “K”	-	Vegetative Communities Map
Attachment “L”	-	Strategic Habitat Map
Attachment “M”	-	Habitat and Land Cover Map
Attachment “N”	-	Biodiversity Hot Spots Map
Attachment “O”	-	Traffic Analysis – Supporting Documentation

ATTACHMENT "A" - LOCATION MAP



1 inch equals 2,000 feet

Legend

Streets

Carpenter_Property_LSA



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Project Name: BELL LANE REZONING

Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007098

Scale: NTS

Dr. By: CFS

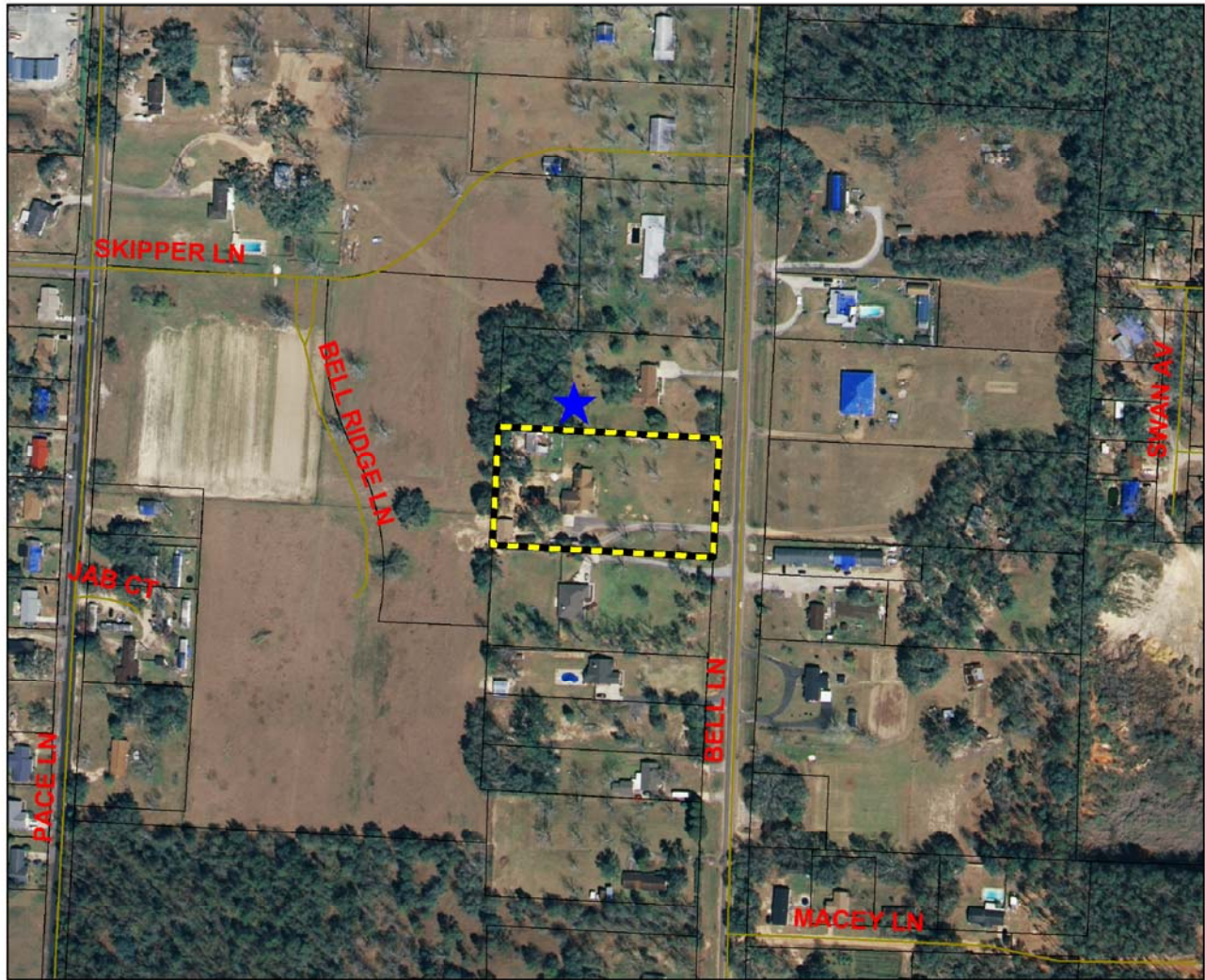
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Date: AUG 28, 2007

DRAWING No.

A

ATTACHMENT "B" - AERIAL VIEW



1 inch equals 300 feet



Legend

- Streets
- Carpenter_Property_LSA
- Parcels

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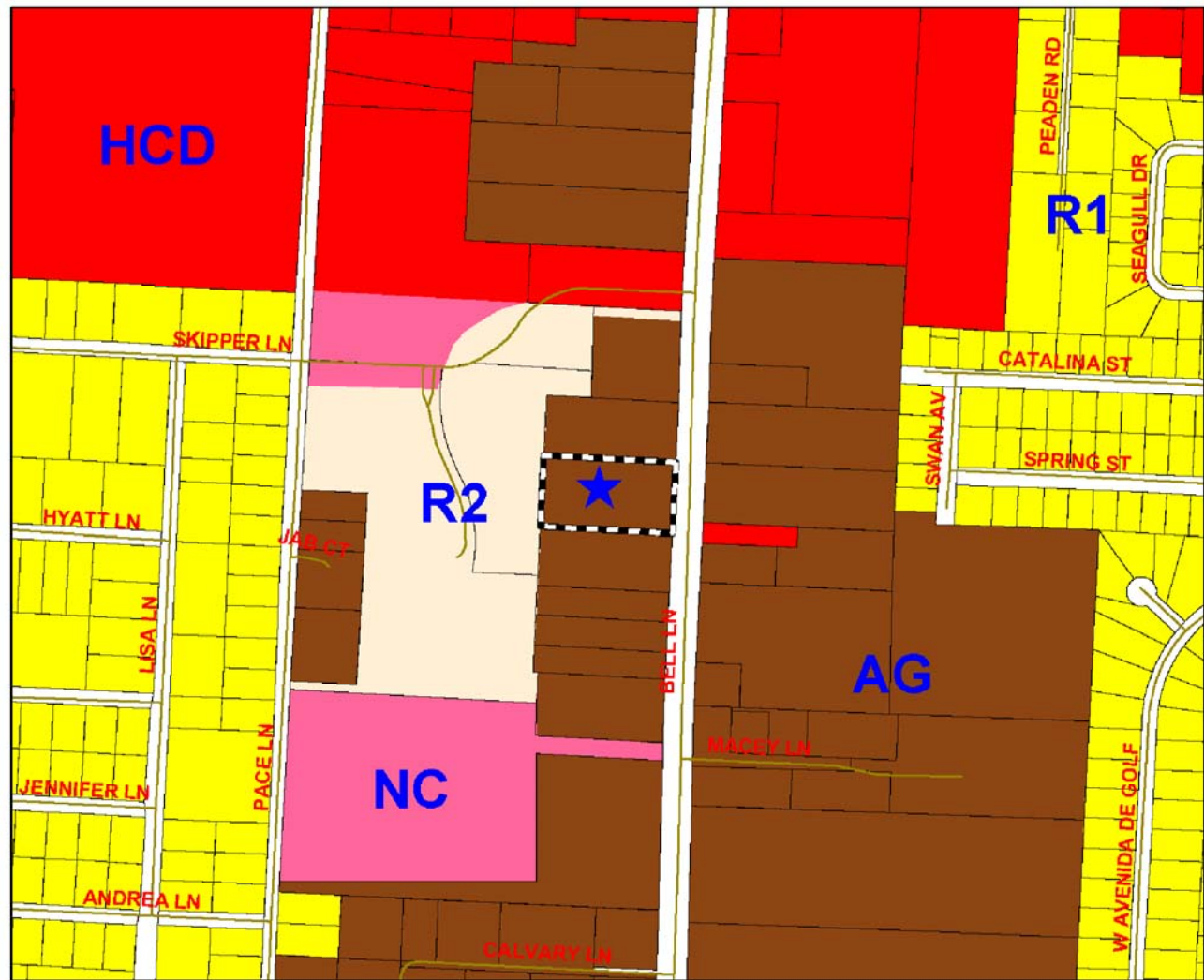
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Date: AUG 28, 2007

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ATTACHMENT "C" - CURRENT ZONING MAP



1 inch equals 500 feet



Legend

Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
Carpenter_Property_LSA	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Parcels	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Zoning District	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture/Rural Residential (AG)	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture (AG2)	Passive Park (P-1)	Town Center 1 (TC1)	State
Marina (C-1M)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina and Yacht Club (C-2M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Historical/Commercial (HC-1)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Highway Commercial Development (HCD)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Historical/Single Family (HR-1)	Single Family Residential (R-1A)	Navarre Beach - Medium Density	

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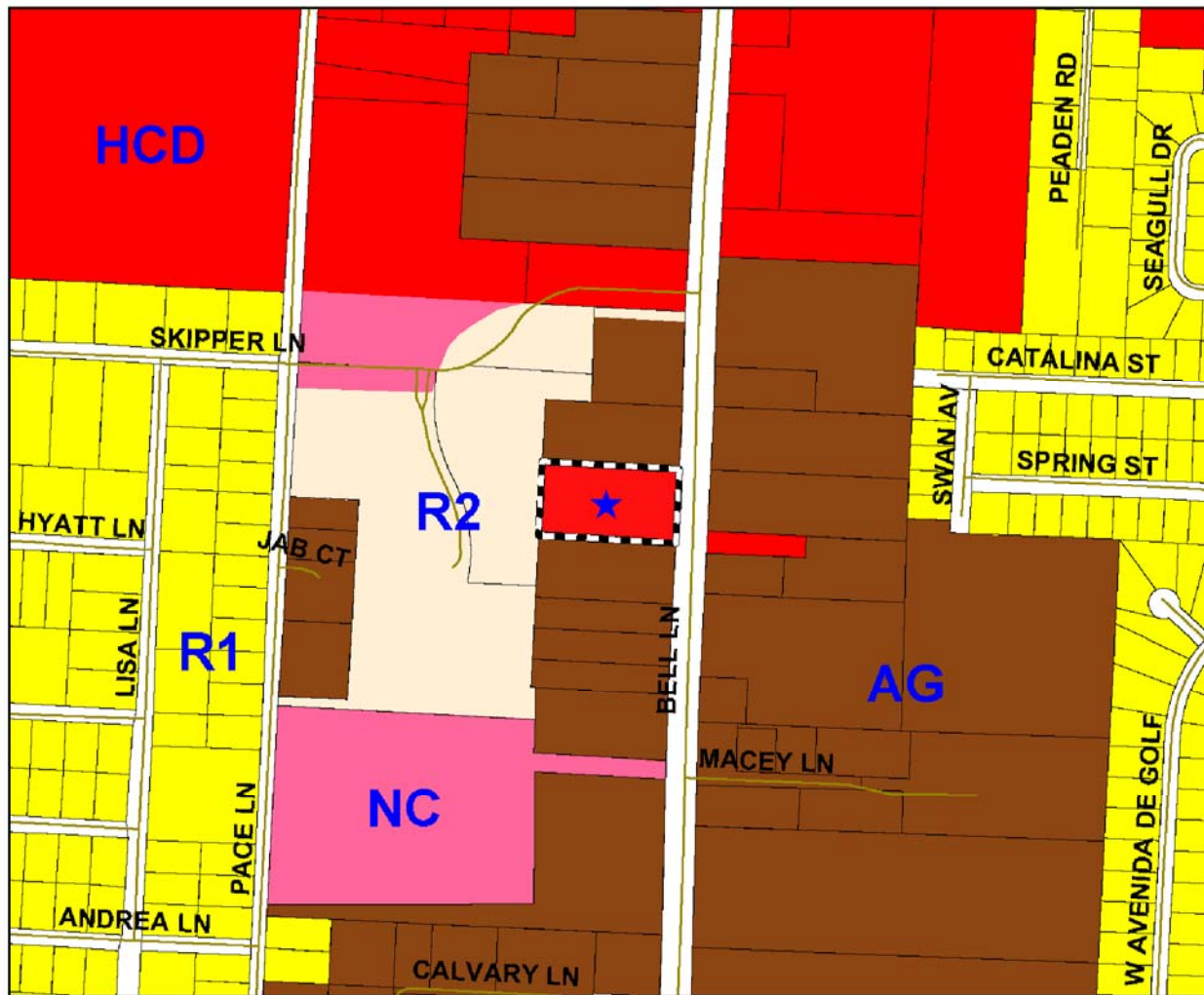
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Date: AUG 28, 2007

DRAWING No.

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ATTACHMENT "D" - PROPOSED ZONING



1 inch equals 500 feet



Legend

- Streets
- Main Roads
- Carpenter_Property_LSA
- Parcels

Zoning District

- Agriculture/Rural Residential (AG)
- Agriculture (AG2)
- Marina (C-1M)
- Marina and Yacht Club (C-2M)
- Historical/Commercial (HC-1)
- Highway Commercial Development (HCD)
- Historical/Single Family (HR-1)

- Historical/Multiple Family (HR-2)
- Restricted Industrial (M-1)
- General Industrial (M-2)
- PID
- Neighborhood Commercial (NC)
- Passive Park (P-1)
- Active Park (P-2)
- Planned Business District (PBD)
- Planned Unit Development (PUD)
- Single Family Residential (R-1)
- Single Family Residential (R-1A)
- Mixed Residential Subdivision (R-1M)
- Medium Density Residential (R-2)
- Medium Density Mixed Residential (R-2M)
- Medium High Density Residential (R-3)
- Rural Residential Single Family (RR-1)
- Town Center 1 (TC1)
- Town Center 2 (TC2)
- Navarre Beach - Commercial
- Hotel - Navarre Beach
- Navarre Beach - High Density
- Navarre Beach -Medium Density

- Navarre Beach - Planned Mixed Use Development
- Navarre Beach - Conservation/Recreation
- Navarre Beach - Single Family
- Navarre Beach - Medium High Density
- Navarre Beach - Utilities
- State
- Right of Ways
- Military
- Water
- Municipal Boundaries

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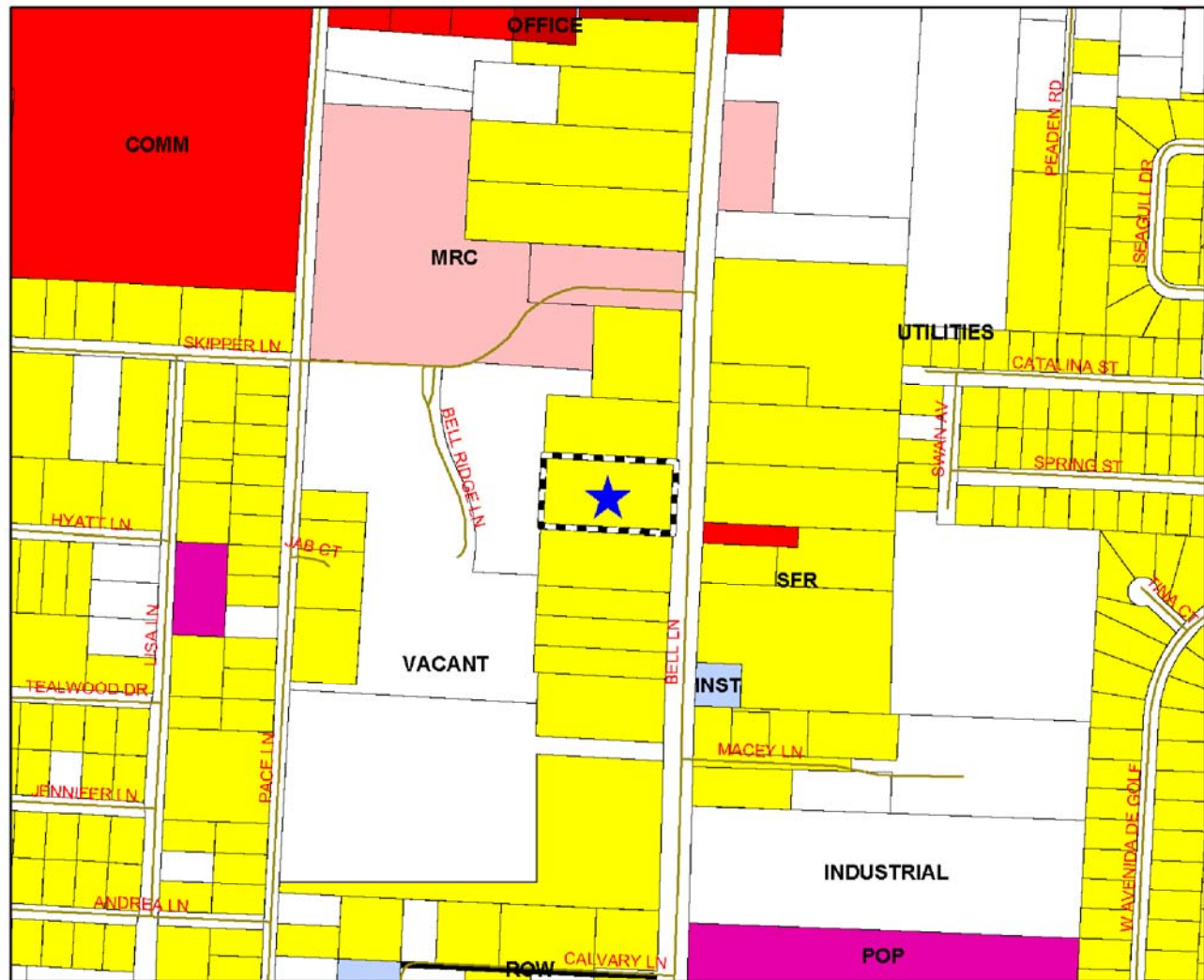
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Date: AUG 28, 2007

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ATTACHMENT "E" - EXISTING LAND USE MAP



1 inch equals 500 feet



Legend

Streets	City	Recreation/Open Space
Carpenter_Property_LSA	Commercial	Right of Way
Parcels	Institutional	Single Family Residential
ELUM	Military	Silviculture
CATEGORY	Mixed Residential/Commercial	Unknown
Agriculture	Office	Vacant
Agriculture Homestead	Public Owned Property	Water
Condo/Townhomes	Recreation/Commercial	

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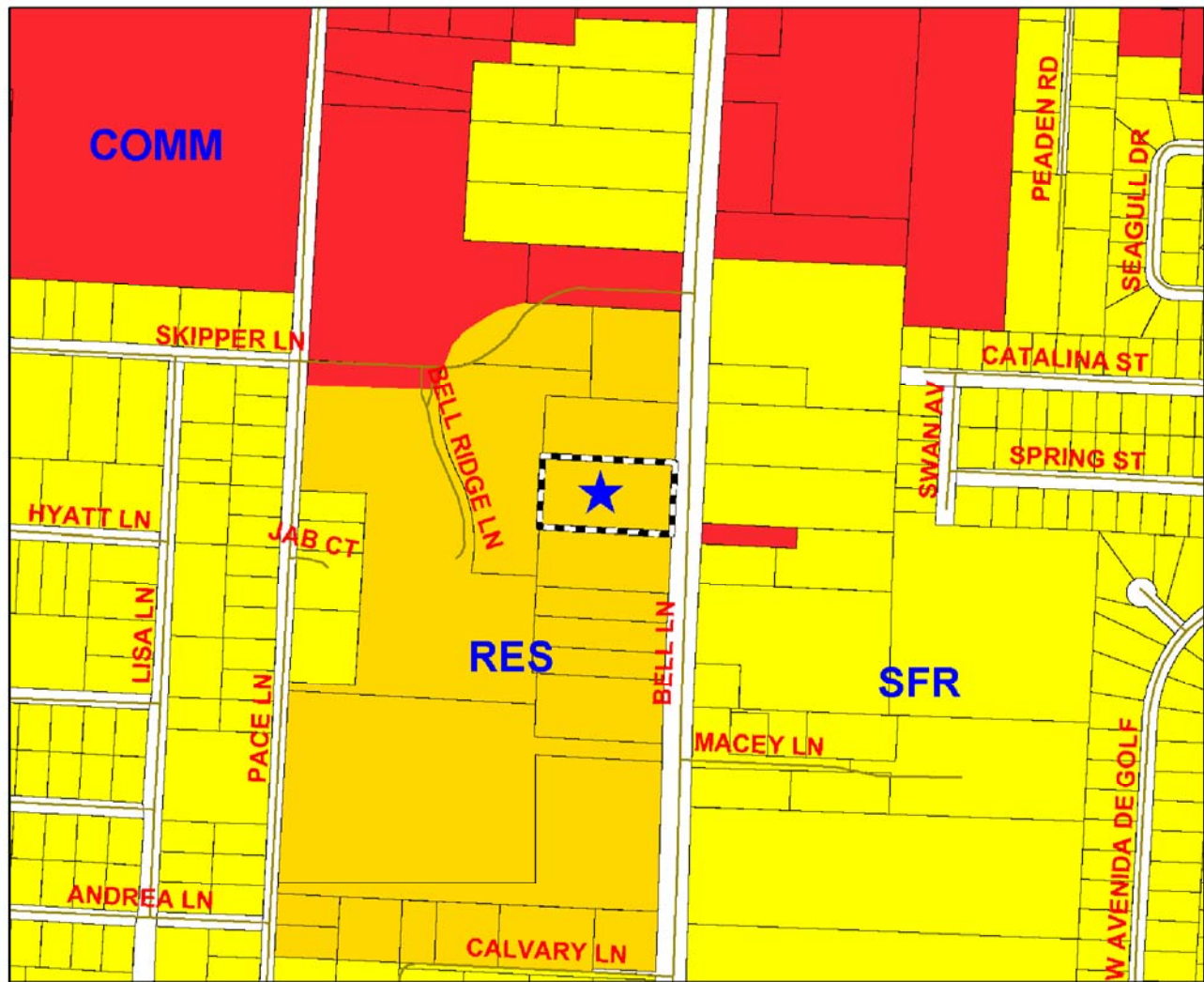
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DRAWING No.

E

ATTACHMENT "F" - FUTURE LAND USE MAP



1 inch equals 500 feet



Legend

- Streets
- Carpenter_Property_LSA
- Parcels

FLUM

- AGRICULTURE (AG)
- SINGLE FAMILY RESIDENTIAL (SFR)
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL (RES)
- COMMERCIAL (COMM)
- CONSERVATION/RECREATION (CONREC)

- GP SINGLE FAMILY RESIDENTIAL (GPSFR)
- GP RURAL RESIDENTIAL (GPRR)
- BAGDAD HISTORIC DISTRICT (HIS)
- INDUSTRIAL (INDUS)
- MARINA (MARINA)
- MILITARY (MIL)
- MIXED RESIDENTIAL COMMERCIAL (MRC)
- NAVARRE BEACH COMMERCIAL (NBCOMM)
- NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)

- NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
- NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMDHR)
- NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
- NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMRC)
- NAVARRE BEACH UTILITIES (NBU)
- CITY
- RAIL
- WATER

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Civil and Environmental Engineers

214 E. Church Street

Pensacola, Florida 32502

Telephone 850.438.0400 Fax 850.438.0448

Project Name: BELL LANE REZONING

Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007098

Scale: NTS

Dr. By: CFS

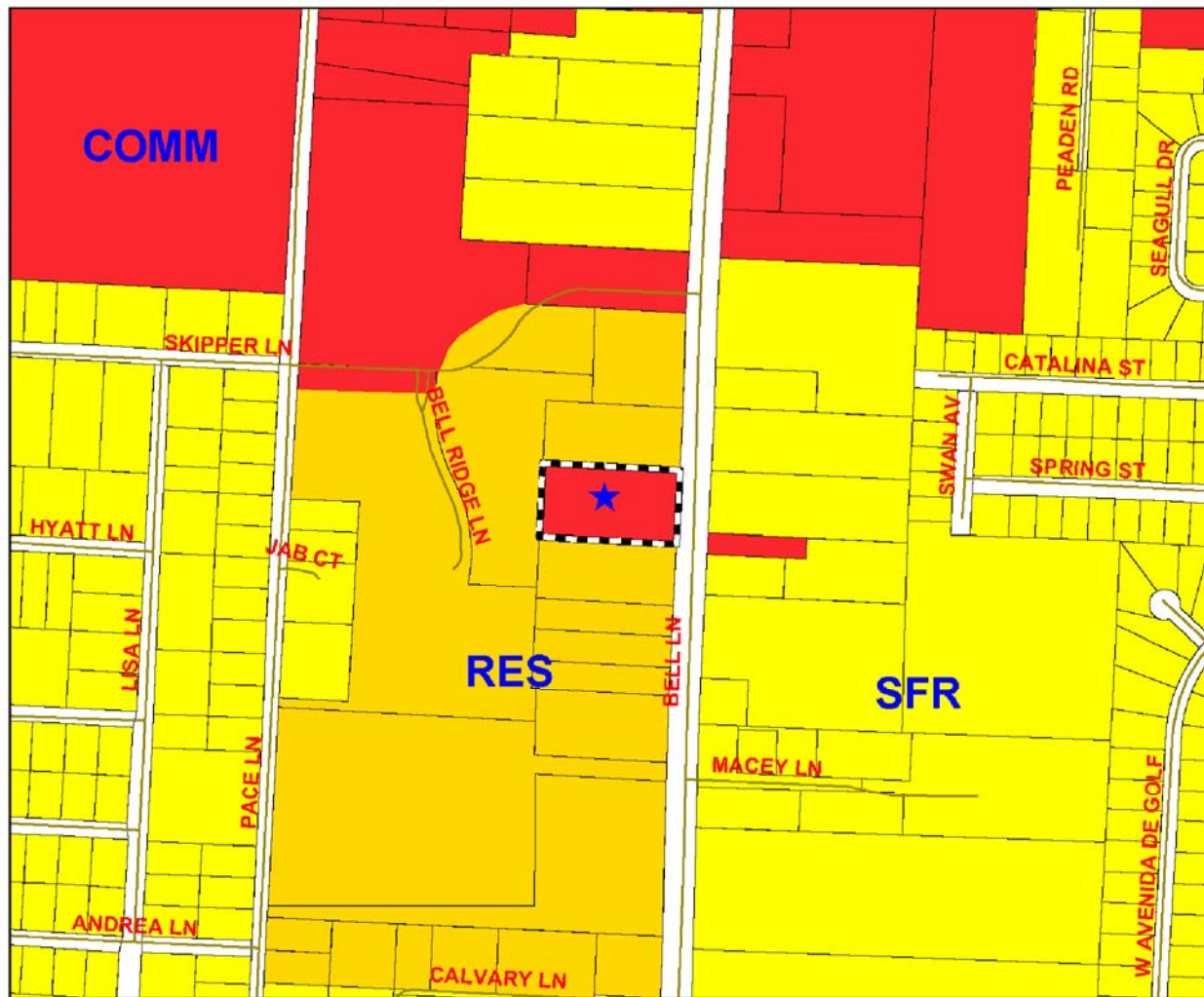
Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

F

ATTACHMENT "G" - PROPOSED FUTURE LAND USE



1 inch equals 500 feet



Legend

Streets	CONSERVATION/RECREATION (CONREC)	NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
Main Roads	GP SINGLE FAMILY RESIDENTIAL (GPSFR)	NAVARRE BEACH MEDIUM-HIGH DENSITY RESIDENTIAL (NBMDR)
Carpenter_Property_LSA	GP RURAL RESIDENTIAL (GPRR)	NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
Parcels	BAGDAD HISTORIC DISTRICT (HIS)	NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMR)
FLUM	INDUSTRIAL (INDUS)	NAVARRE BEACH UTILITIES (NBU)
AGRICULTURE (AG)	MARINA (MARINA)	CITY
SINGLE FAMILY RESIDENTIAL (SFR)	MILITARY (MIL)	RAIL
MEDIUM DENSITY RESIDENTIAL	MIXED RESIDENTIAL COMMERCIAL (MRC)	WATER
RESIDENTIAL (RES)	NAVARRE BEACH COMMERCIAL (NBCOMM)	
COMMERCIAL (COMM)	NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBDR)	

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Dr. By: CFS

Ck By: PAB

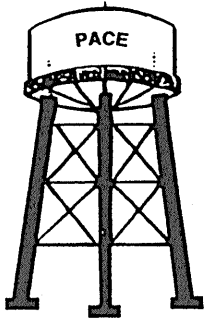
Date: AUG 28, 2007

DRAWING No.

G

ATTACHMENT “H”

**Pace Water Systems
Water/Sewer Availability Letter**



Pace Water System, Inc.

August 21, 2007

Mr. Kevin V. Gibson, EI
Rebol-Battle & Associates
214 E. Church St.
Pensacola, FL 32502

Re: Letter of Utility Availability for Rezoning AG to HCD
Parcel ID 13-1N-29-0000-01005-0000

Dear Mr. Gibson:

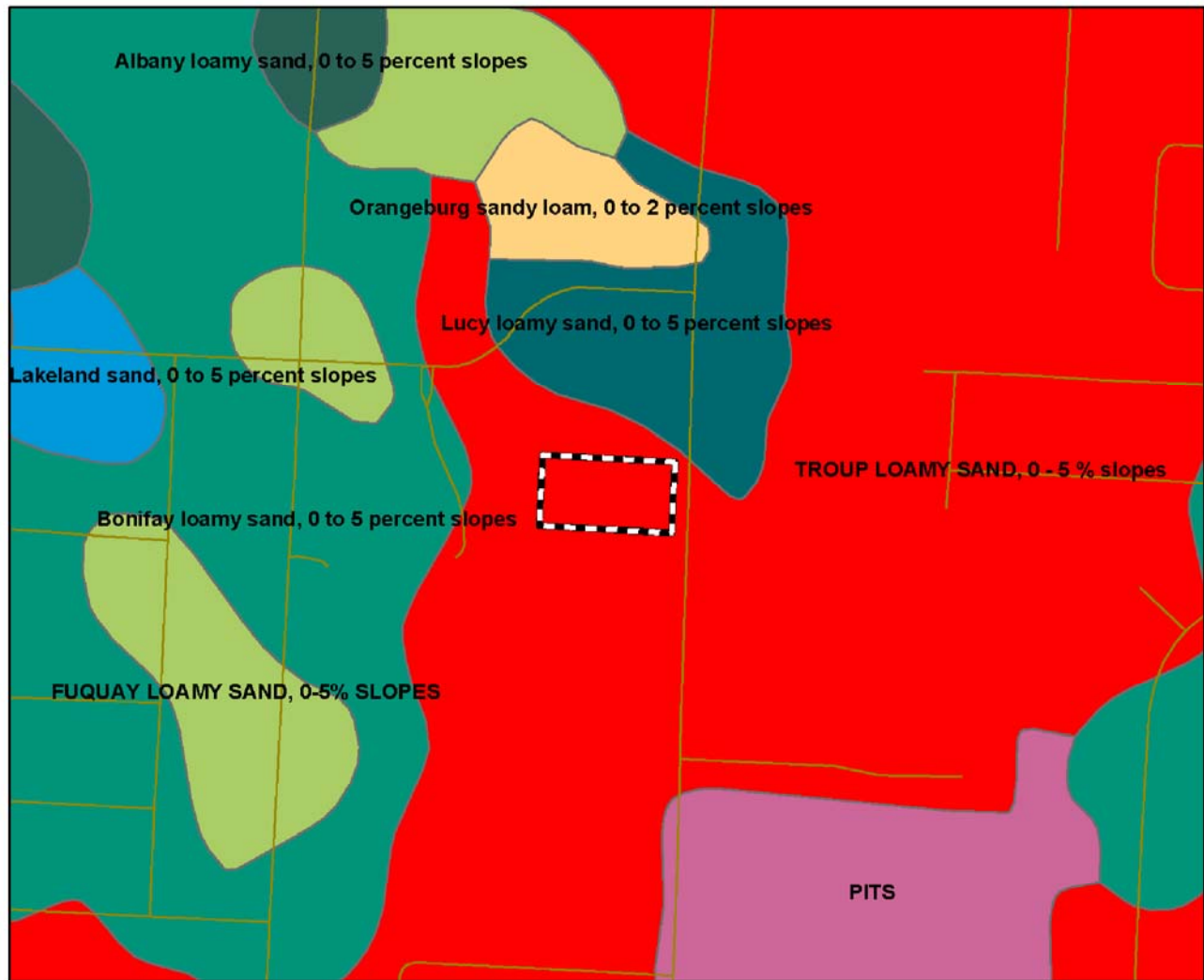
Please be advised that water service is available and that Pace Water System, Inc. has the capacity to serve said property. Water service is available via a 6" water main on the East side of Bell Lane. Sewer service is not currently available to this property.

If you have any questions or need additional information please do not hesitate to call.

Sincerely,
Pace Water System, Inc.

Damon A. Boutwell, PE
Assistant Manager

ATTACHMENT "I" - SOILS MAP



1 inch equals 500 feet



Legend

- Streets
- Carpenter_Property_LSA
- Soils
- call other values

LEGENDNAME

- ALBANY LOAMY SAND, 0-5% SLOPES
- ANGIE VARIANT LOAM
- ARENTS, MODERATELY WET
- BEACHES
- BIBB-KINSTON ASSOCIATION
- BOHICKET-HANDSBORO
- BONIFAY LOAMY SAND, 0-5% SLOPES
- CHEWACLA-WAHEE-RIVERVIEW ASSOCIATION
- COROLLA-DUCKSTON SANDS, GENTLY UNDULATING, FLOODED
- DOROVAN-PAMUJO
- DOTHAN FINE SANDY LOAM, 0-2% SLOPES

- DOTHAN FINE SANDY LOAM, 2-5% SLOPES
- DOTHAN FINE SANDY LOAM, 5-8% SLOPES
- ESCAMBIA FINE SANDY LOAM, 0-2% SLOPES
- ESTO LOAM, 0-2% SLOPES
- ESTO LOAM, 5-8% SLOPES
- FOXWORTH SAND, 0-5% SLOPES
- FUQUAY LOAMY SAND, 0-5% SLOPES
- FUQUAY LOAMY SAND, 5-8% SLOPES
- GARCON LOAMY FINE SAND
- GOLDHEAD FINE SAND
- GULLIED LAND
- JOHNS FINE SANDY LOAM
- KALMA LOAMY FINE SAND, 2-5% SLOPES
- KUREB SAND, 0-8% SLOPES
- LAKELAND SAND, 0-5% SLOPES
- LAKELAND SAND, 12-30% SLOPES

- LAKELAND SAND, 5-12% SLOPES
- LEON SAND, 0-2% SLOPES
- LUCY LOAMY SAND, 0-5% SLOPES
- LUCY LOAMY SAND, 5-8% SLOPES
- LYNCHBURG FINE SANDY LOAM
- MAXTON LOAMY FINE SAND, 2-5% SLOPES
- MEADOWBROOK FINE SAND
- MULAT LOAMY FINE SAND
- NEWHAN-COROLLA COMPLEX, ROLLING
- ORANGEBURG SANDY LOAM, 0-2% SLOPES
- ORANGEBURG SANDY LOAM, 2-5% SLOPES
- ORANGEBURG SANDY LOAM, 5-8% SLOPES
- ORTEGA SAND, 0-5% SLOPES
- PACTOLUS LOAMY SAND, 0-6% SLOPES
- PICKNEY LOAMY SAND
- PITS

- RAINS FINE SANDY LOAM
- RED BAY SANDY LOAM, 0-2% SLOPES
- RED BAY SANDY LOAM, 2-5% SLOPES
- RUTLEGE LOAMY SAND
- TIFTON SANDY LOAM, 0-2% SLOPES
- TIFTON SANDY LOAM, 2-5% SLOPES
- TIFTON SANDY LOAM, 5-8% SLOPES
- TROUP LOAMY SAND, 0-5% SLOPES
- TROUP LOAMY SAND, 5-8% SLOPES
- TROUP LOAMY SAND, 8-12% SLOPES
- TROUP-ORANGEBURG-COWARTS, 5-12% SLOPES
- URBAN LAND
- WATER

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Telephone 850.438.0400 Fax 850.438.0448

Project Name: BELL LANE REZONING

Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007098

Scale: NTS

Dr. By: CFS

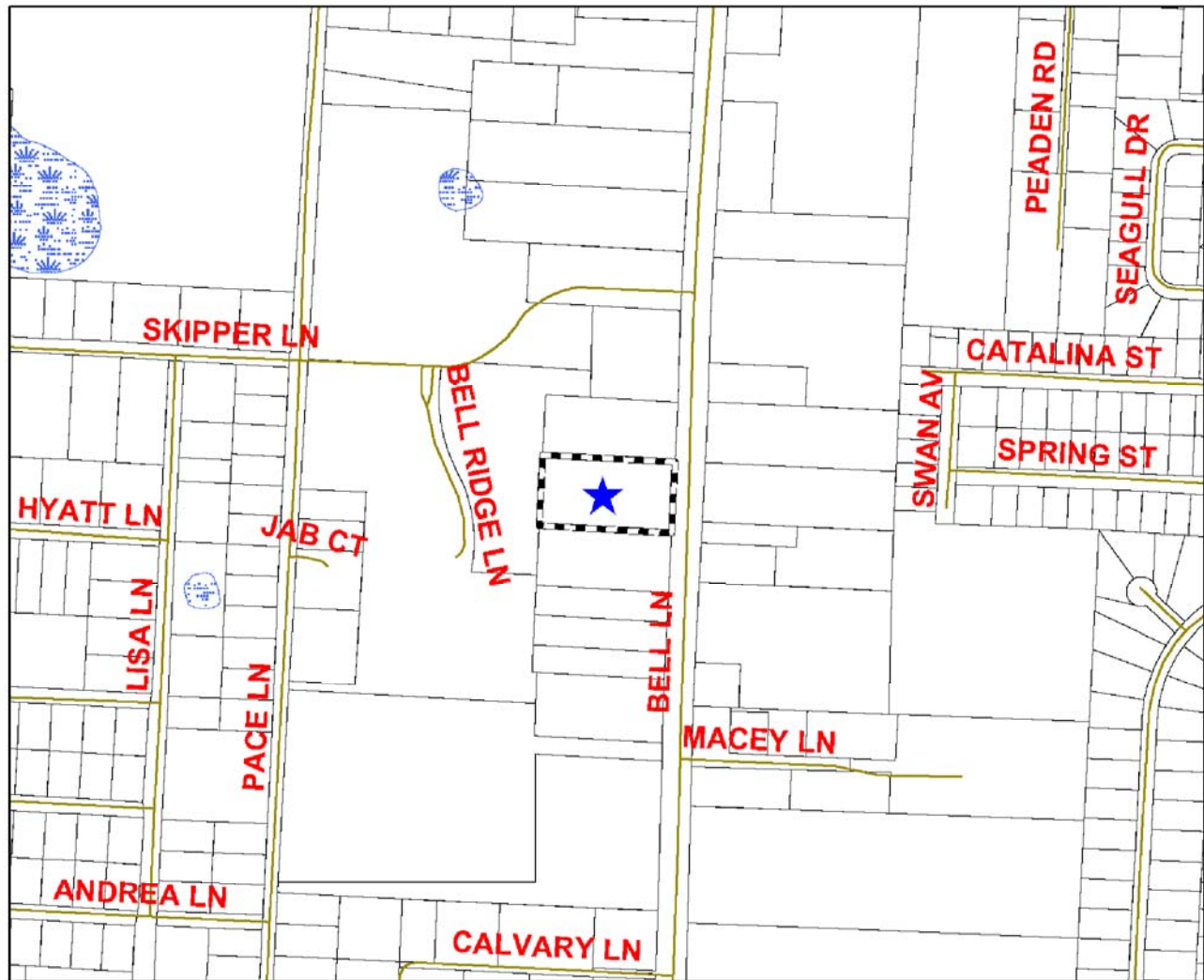
Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

I

ATTACHMENT "J" - POTENTIAL WETLANDS



1 inch equals 500 feet



Legend

- Streets
- Carpenter_Property_LSA
- Parcels
- Wetlands**
 - Uplands
 - Estuarine
 - Lacustrine
 - Palustrine
 - Riverine
 - Marine
 - No Data

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Scale: NTS

Dr. By: CFS

Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

J

ATTACHMENT "K" - VEGETATIVE COMMUNITIES



1 inch equals 500 feet



Legend

Streets	EMBAYMENTS NOT OPENING DIRECTLY INTO THE GULF	OUTSIDE STUDY AREA	TREE PLANTATIONS
Carpenter_Property_LSA	EMBAYMENTS OPENING DIRECTLY INTO THE GULF	RESERVOIRS	UNCLASSIFIED
gisdata.GISADMIN.VegetativeCommunities	EMERGENT AQUATIC VEGETATION	RIVERINE SANDBARS	UPLAND CONIFEROUS FORESTS
ATLANTIC WHITE CEDAR	FOREST REGENERATION AREAS	SALTWATER MARSHES	UPLAND HARDWOOD FORESTS
BAY SWAMPS	FRESHWATER MARSHES	SAND OTHER THAN BEACHES	VEGETATED NON-FORESTED WETLANDS
BEACHES	GUM SWAMPS	SAND PINES	WETLAND CONIFEROUS FORESTS
BURNED AREAS	INLAND PONDS AND SLOUGHS	SHRUB AND BRUSHLAND	WETLAND FORESTED MIXED
COASTAL SCRUB	INTERMITTENT PONDS	SLOUGH WATERS	WETLAND HARDWOOD FOREST
CONIFEROUS PLANTATIONS	LAKES	STREAM AND LAKE SWAMPS	WETLAND HARDWOOD FORESTS
CROPLAND AND PASTURELAND	MIXED CONIFEROUS/HARDWOOD	STREAMS AND WATERWAYS	WETLAND SCRUB SHRUB
CYPRESS	MIXED RANGELAND	TIDAL FLATS	
DISTURBED LAND	OTHER OPEN LANDS (RURAL)	TREE CROPS	

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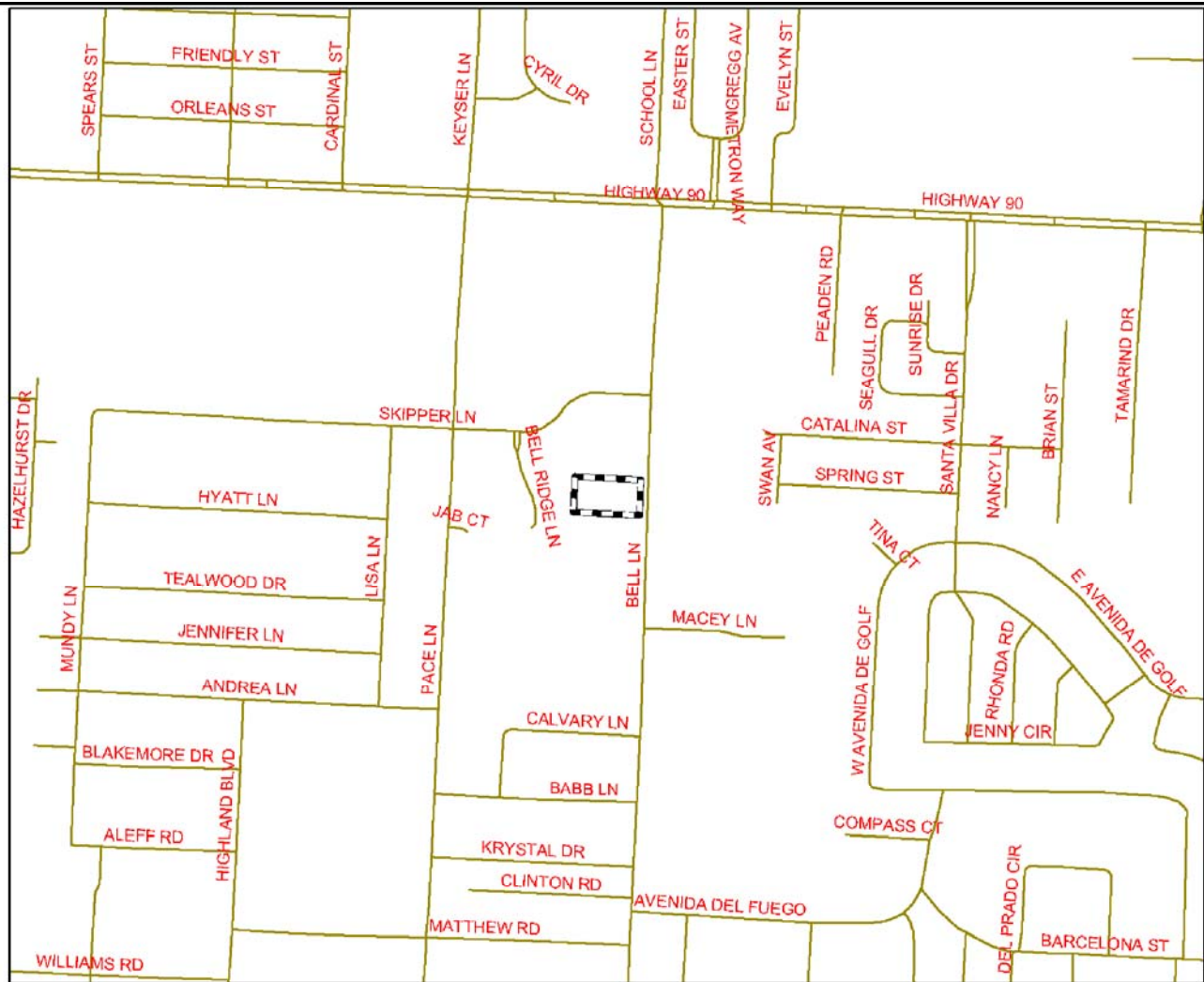
Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

K

ATTACHMENT "L" - STRATEGIC HABITAT



1 inch equals 1,000 feet



Legend

Streets

Carpenter_Property_LSA

StrategicHabitat

Strategic Habitat Conservation

Water Bodies

Existing Conservation Land

Non-Habitat/Conservation Area

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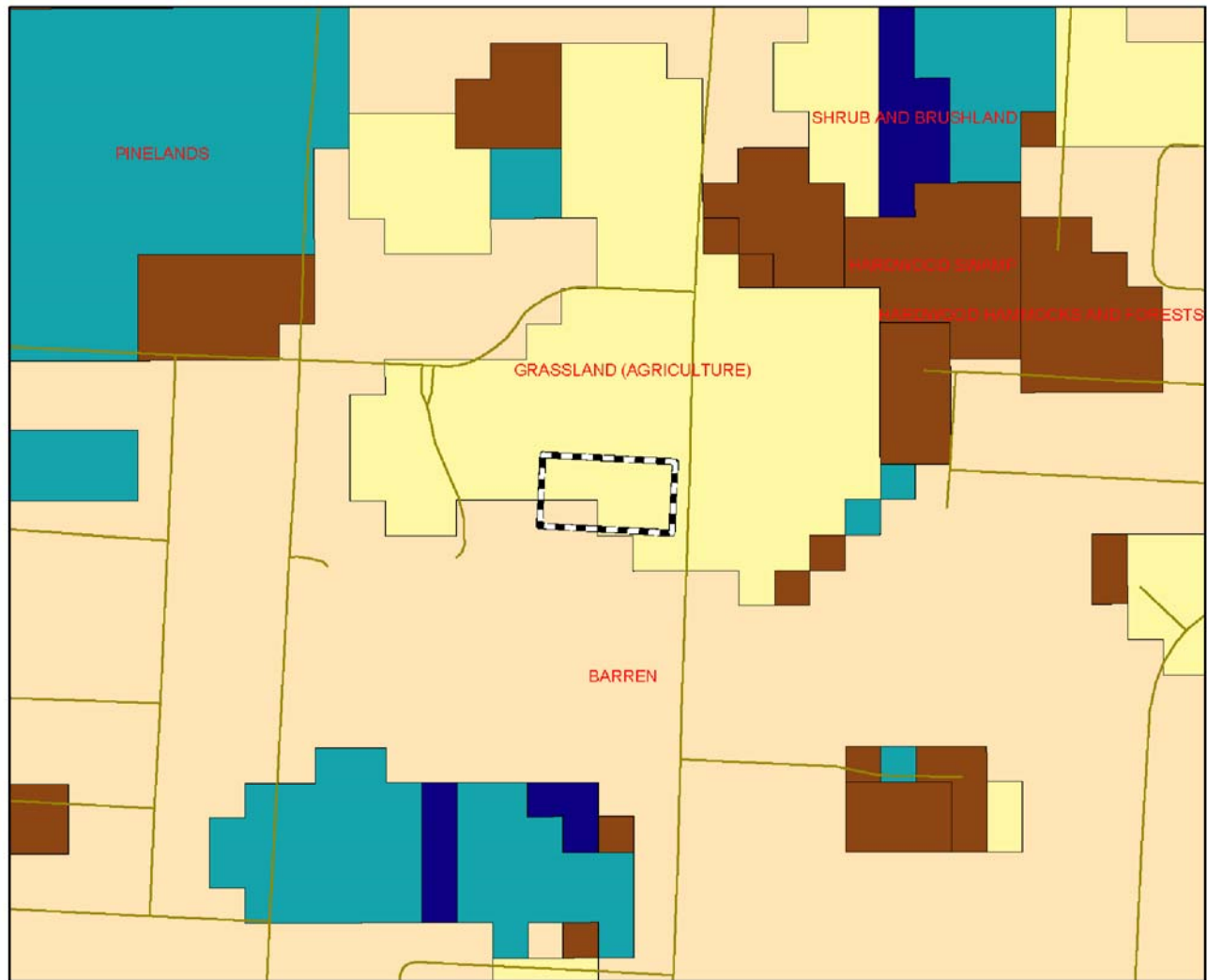
Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

L

ATTACHMENT "M" - HABITAT AND LANDCOVER



1 inch equals 500 feet



Legend

Streets	CYPRESS SWAMP	PINELANDS
Carpenter_Property_LSA	FRESHWATER MARSH AND WET PRAIRIE	SAND PINE SCRUB
BARREN	GRASSLAND (AGRICULTURE)	SANDHILL
BAY SWAMP	HARDWOOD HAMMOCKS AND FORESTS	SHRUB AND BRUSHLAND
BOTTOMLAND HARDWOODS	HARDWOOD SWAMP	SHRUB SWAMP
COASTAL SALT MARSH	MIXED HARDWOOD-PINE FORESTS	XERIC OAK SCRUB
COASTAL STRAND	OPEN WATER	

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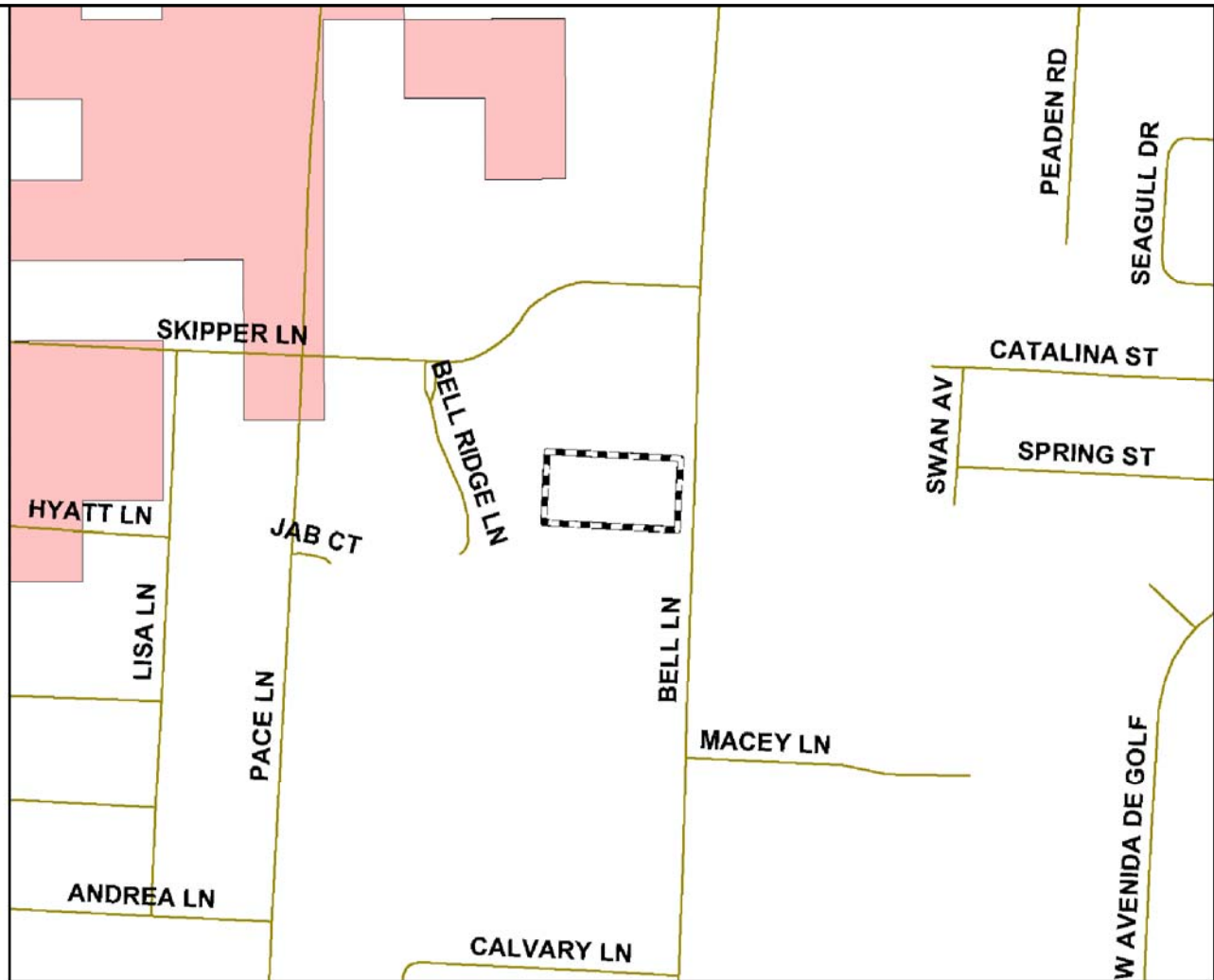
Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

M

ATTACHMENT "N" - BIODIVERSITY HOTSPOTS



1 inch equals 500 feet



Legend

- Streets
- Carpenter_Property_LSA
- Biodiversity Hotspots**
 - 3-4 FOCAL SPECIES
 - 5-6 FOCAL SPECIES
 - 7 OR MORE FOCAL SPECIES
 - SPECIES OCCURRENCE RECORD
 - Water Bodies
 - No Focal Species

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Job No.: 2007098

Scale: NTS

Dr. By: CFS

Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

N

ATTACHMENT “O”

**Traffic Analysis
with Supporting Documentation**

BELL LANE DEVELOPMENT

TRAFFIC ELEMENT

Rezoning/ Large Scale Plan Amendment



Prepared for:
**REBOL-BATTLE AND
ASSOCIATES**
Pensacola, Fl

Prepared by:

EPR
Pensacola, FL

TABLE OF CONTENTS

PROJECT INTRODUCTION	1
PROJECT DETAILS.....	1
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ASSESSMENT OF TRAFFIC IMPACTS.....	9
CONCLUSION & RECOMMENDATIONS.....	10

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APPENDIX B -TRIP DISTRIBUTION
APPENDIX C -SANTA ROSA COUNTY ROAD SEGMENT REPORT
APPENDIX D -SANTA ROSA COUNTY TRANSPORTATION ELEMENT SUPPORTING DOCUMENTATION
APPENDIX E – FUNDING SOURCES

Project Introduction

The purpose of this report is to document the potential transportation impacts created by the requested zoning change and Future Land Use Map (FLUM) Amendment to the Santa Rosa County Comprehensive Policy plan. This change is being requested for the parcel located in Pace, on the west side of Bell Lane, approximately 0.5 miles south of U.S. Highway 90. See Figure 1.

The amendment is to redesignate approximately 2.39 acres from an Agriculture (AG) Land Use Code to a Commercial (C) Land Use Code and change zoning from an Agriculture (AG) to the Highway Commercial District (HCD). Therefore, this analysis will focus on the conversion of the maximum allowable agricultural scenario to the maximum HCD scenario. All data and analysis will be presented to satisfy all requirements of Chapter 5.06 of the Santa Rosa County Land Development Code.

Project Details

The proposed project includes the parcel number 13-1N-29-0000-01005-0000, and the parcel's acreage is 2.39 acres. See Figure 2.

Scenario Description

The methodology used in the preparation of this traffic report was developed in accordance with standard planning and engineering practices. EPR prepared the necessary traffic analysis to support the change in land use based on the maximum allowable development programs under current and proposed land use and zoning. The following summarizes the development threshold for the existing and proposed land use and zoning:

Scenario 1 – Maximum density under Existing Land Use and Zoning

- a. Existing Land Use Code is AG and existing zoning is AG
- b. Permitted Uses - *Detached single family residential structures and mobile homes. Accessory structures and facilities and uses customarily found on farms and used expressly for activities conducted in connection with farming operations, commercial and non-commercial agriculture, poultry, horse and livestock raising, provided all buildings for such accessory uses meet setback requirements for primary buildings. (excerpt from Santa Rosa County Land Development Code Article 6)*

According to section 6.05.02 in chapter 6 of the Santa Rosa County Comprehensive Plan, the density of permitted lots would be 1 dwelling unit per acre. The maximum allowable dwelling units for the existing land use and zoning is 2 lots. The highest traffic generator for AG/AG would be single family residential.

Scenario 2 - Maximum density possible under proposed Future Land Use and zoning

- a. Proposed Land Use is Commercial with proposed zoning is HCD

- b. Permitted Uses - *This district is designed to provide for a wide range of uses inappropriate and easily accessible locations adjacent to major transportation corridors and having access to a wide market area. This district is intended to be situated along selected segments of major thoroughfares in the vicinity of major intersections. Automobiles and other vehicular service establishments, motels and hotels, business and professional offices, general retail and eating and drinking establishments, primarily characterize this district. This district should be situated in the vicinity of existing general commercial uses and should be buffered from residential areas. Refer to Section 6.05.15. (excerpt from Santa Rosa County Land Development Code Article 6)*

Site plan review as provided in Section 4.04.00 et. seq., is required for all uses in this district. The permitted uses include community facilities, business and professional offices, financial and banking services, medical services, indoor commercial amusement activities, funeral homes, restricted sales and services, and restaurants with or without drive-thru facilities. The highest probable traffic generator for a proposed future land use of C and a HCD zoning would be specialty retail. The developer has agreed to limit development to 42,000 sf building.

Trip Generation Summary

A trip generation summary was prepared by EPR for each Scenario to determine the trip adjustments between the existing approved land use designation and the proposed. Using the 7th Edition of *Trip Generation* by ITE, the roadway impact of adjacent street traffic (daily and peak hour) was calculated as follows:

Scenario 1

ITE Code 210: Single-Family Detached Housing

Fitted Curve Equation (p. 271 -peak hour) and (p. 269 -daily)

$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$ = Peak Hour driveway trips

$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$ = Daily driveway trips;

63% entering/37% exiting – Peak Hour

50% entering/50% exiting – Daily

Scenario 2

ITE Code 814: Specialty Retail

Rates - Equations not available

2.71 trips/Th. Gr. Sq. Ft. = Peak Hour driveway trips

44.32 trips/Th. Gr. Sq. Ft. = Daily driveway trips;

44% entering/56% exiting – Peak Hour

50% entering/50% exiting – Daily

BELL LANE DEVELOPMENT REZONING/ LARGE SCALE PLAN AMENDMENT

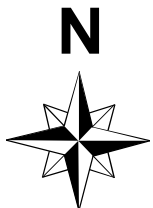
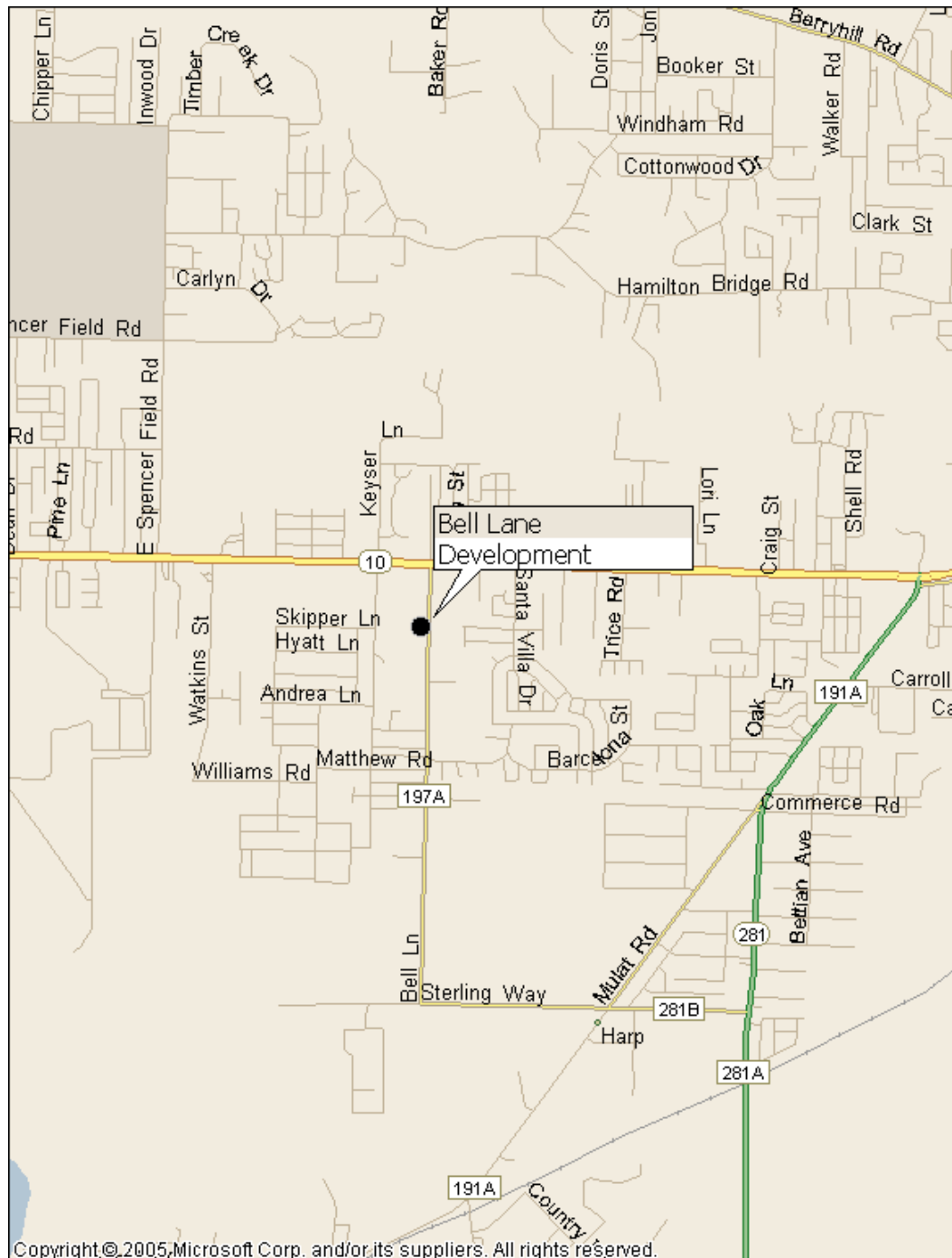


Figure 1
Vicinity Map

 **Project Site**



BELL LANE DEVELOPMENT REZONING/ LARGE SCALE PLAN AMENDMENT

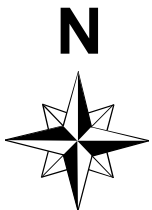
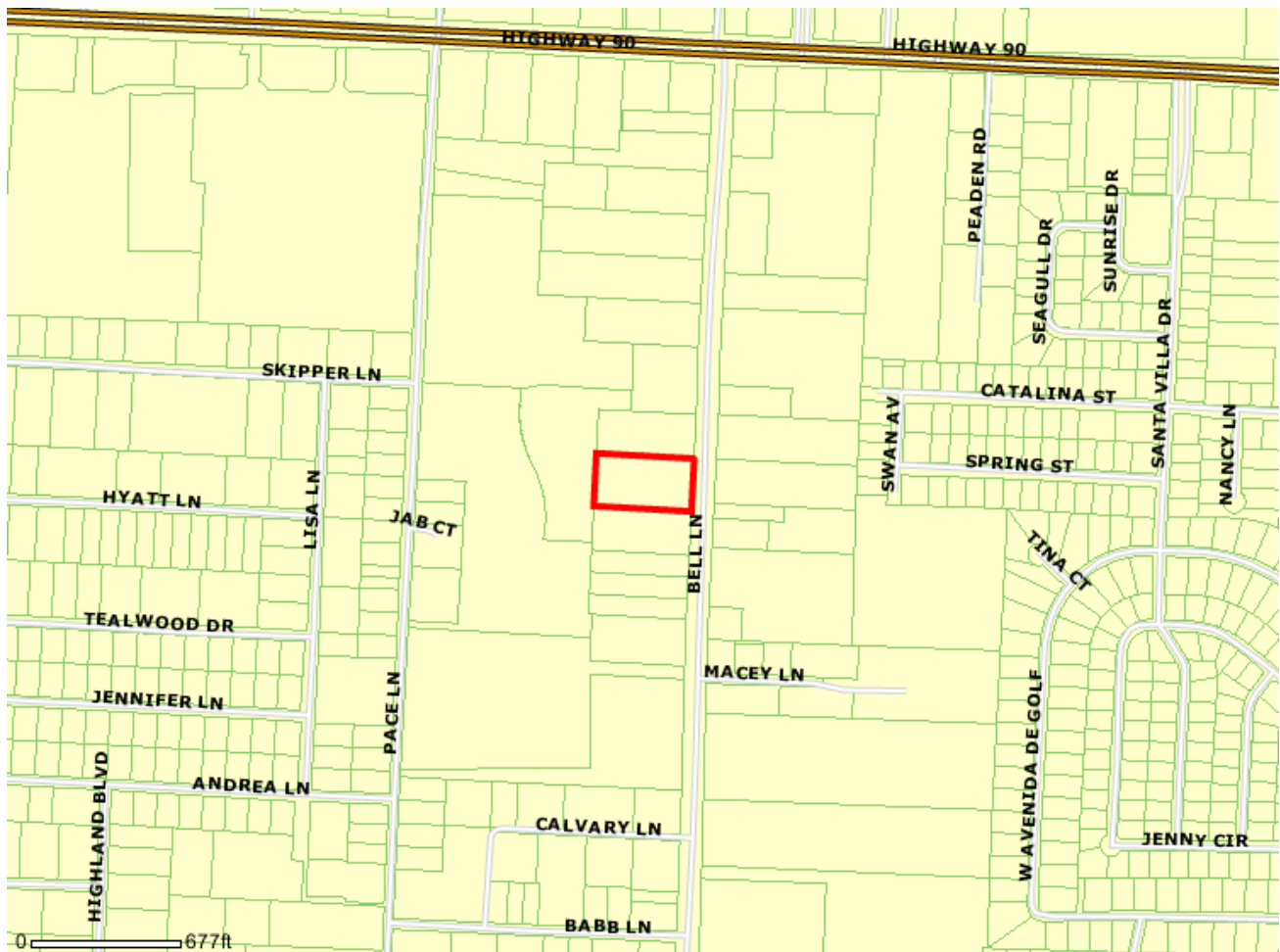


Figure 2
Boundary Map

The PM Peak hour trips for each scenario are summarized in Table 1. The trip calculations were prepared according to the requirements of Santa Rosa County Initial Test for Traffic Concurrency Worksheet A and B. See Appendix for trip generation worksheets.

According to Santa Rosa County traffic concurrency policy, roadway segments (except for US 98, US 90, SR 281/Avalon Blvd and CR 197A/Woodbine Road) will be analyzed based on the weekday trip generation. Trip generation for US 98, US 90, SR 281/Avalon Blvd and CR 197A/Woodbine Road roadway segments will be analyzed for weekday PM Peak Hour adjacent street traffic.

Table 1 – Trip Generation Summary

Scenario	Scenario Description	Land Use	Dwelling Units/Acres	ITE Code	Daily Trips	PM PK Hr Trips	PM PK Hr Trips	PM PK Hr Trips
						Total	Entering	Exiting
1	Maximum density using existing Land Use & Zoning	AG	2 DU	210	28 (2)	3 (2)	2 (2)	1 (2)
2	Maximum density using proposed Land Use & Zoning	HCD	42 TH. GR. SF.	814	1861 (2)	114 (2)	50 (2)	64 (2)

⁽¹⁾ PM PK HR – PM Peak Hour

⁽²⁾ Trip Generation calculated according to County guidelines – See worksheet B and A in Appendix. Section B

Radius of Influence/Project Trip Distribution

According to Santa Rosa County Traffic Concurrency guidelines, the radius of influence for a project of 500 - 1500 new trips is determined using the following criteria. See appendix for county guidelines and worksheet B.

Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the generalized LOS maximum allowable volume for the roadway at the adopted LOS Standard whichever is greater. See Figure 3.

Using the criteria provided above and the calculations from Worksheet A, the impacted roadway segments were determined and listed in Table 3. The distribution of new trips (for baseline conditions) was calculated using the Santa Road County road segment data and FDOT data. See Appendix for PM Peak Hour and Daily trip distribution analysis.

BELL LANE DEVELOPMENT REZONING/ LARGE SCALE PLAN AMENDMENT

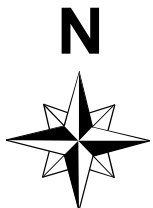
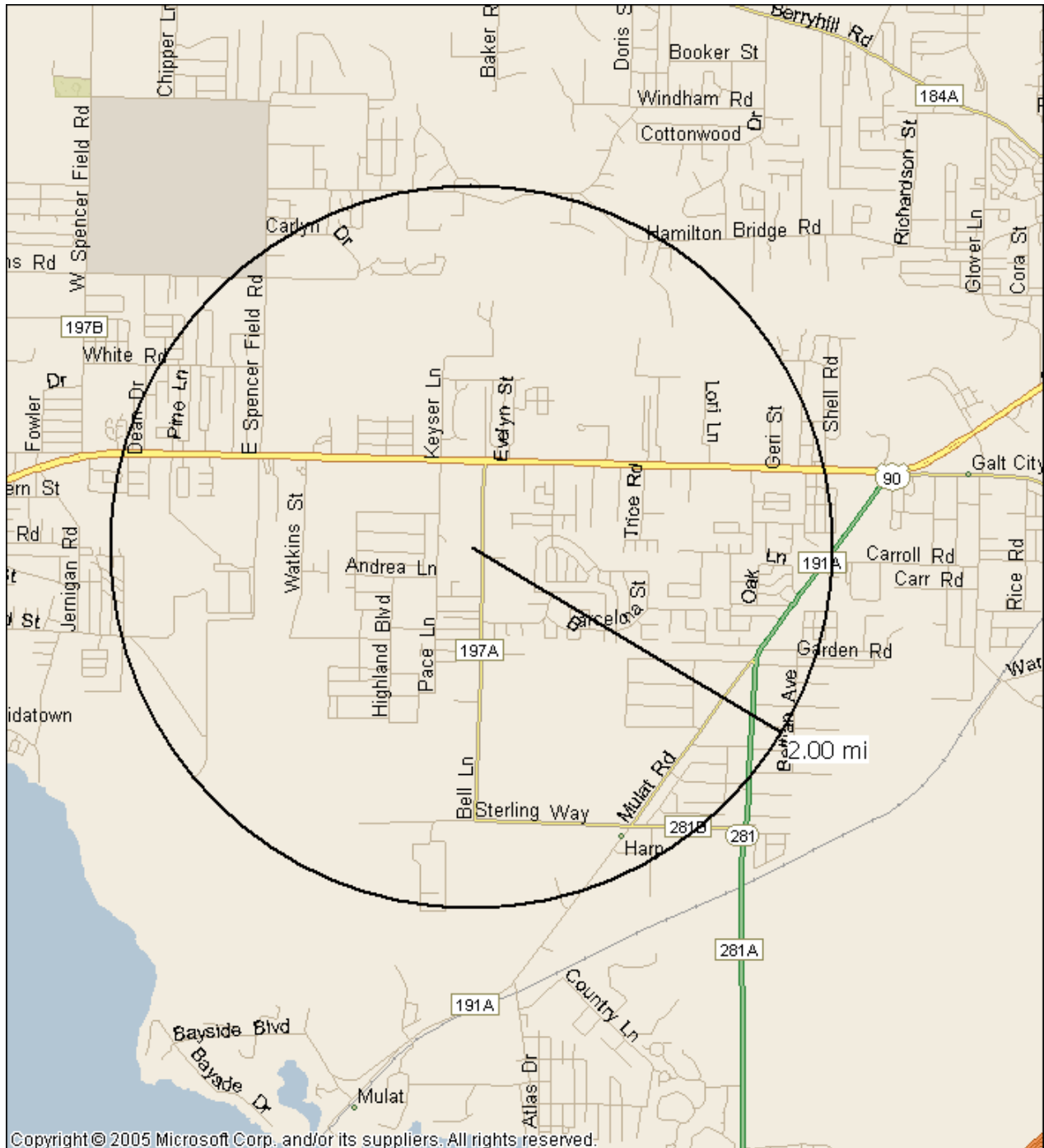


Figure 3
Radius of Influence

Table 2 – Impacted Roadway Segments*(Within 2 mile Radius or No. of New Trips > than 1% of Allowable Volume)*

Seg. No.	Type	Description	Start/End	Segment Within 1 Mile Radius	Allowable Volume	1% Allowable Volume	% Of Project Trips	New Project Trips	New Trips >1% of Allowable Volume
7	PD	SR 10 (US 90)	Woodbine Rd/East Spencer Field Rd	Yes	2090	21	35%	20	No
8	PD	SR 10 (US 90)	East Spencer Field Rd/Bell Ln	Yes	2390	24	45%	25	Yes
9	PD	SR 10 (US 90)	Bell Ln/Avalon Blvd.	Yes	2410	24	45%	25	Yes
10	PD	SR 10 (US 90)	Avalon Blvd./Parkmore Plaza	No	2400	24	35%	20	No
11	PD	SR 10 (US 90)	Parkmore Plaza/SR 87	No	2370	24	25%	14	No
12	PD	SR 10 (US 90)	SR 87/Ward Basin Rd	No	980	10	10%	6	No
13	PD	SR 10 (US 90)	Ward Basin Rd./Airport Rd	No	940	9	5%	3	No
25	AA	SR 87N	SR 10/SR 89	No	35700	357	5%	47	No
29	AA	SR 87S	Eglin AFB/SR 10	No	34700	347	1%	9	No
30	AA	SR 89N	US 90/Hamilton Bridge Rd	No	34500	345	5%	47	No
31	AA	SR 89N	Hamilton Bridge Rd./SR 87	No	35700	357	5%	47	No
36	PD	SR 281 (Avalon Blvd)	I-10/Mulat Rd.	Yes	1210	12	5%	3	No
37	PD	SR 281 (Avalon Blvd)	Mulat Rd./US 90	Yes	1210	12	5%	3	No
39	AA	CR 89 (Ward Basin Rd)	US 90/I-10	No	14600	146	5%	47	No
43	AA	CR 191B/281B	CR 197A/SR 281Avalon	Yes	10000	100	10%	93	No
44	AA	CR 197(Floridatown)	SR 10/CR 184	No	10000	100	5%	47	No
45	AA	CR 197 (Chumuckla Hwy)	SR 10/CR 184	No	14600	146	10%	93	No
49	AA	CR 197A(Bell Lane)	US 90/CR 191B Sterling)	Yes	14600	146	90%	837	Yes
70	AA	Mulat Road	SR 281/CR 191B	Yes	10000	100	5%	47	No

⁽¹⁾ Columns 1-4 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix.

⁽²⁾ PM PH is PM Peak Hour New Trips and DT are Daily New Trips

According to the results of Table 2, eleven of the roadway segments do not fit Santa Rosa County criteria for impacted segments. The segments' new trip volumes are less than the 1% allowable volume and/or they are located outside of the 2-mile radius.

Determination of Current and Future Estimated Traffic Impacts

Table 3 summarizes the daily and pm peak hour project trips for each roadway segment and also combines the project trips with current year traffic count and committed trips. This information provides the baseline condition for each of the potentially impacted roadway segments for Scenario 2. Scenario 2 is the maximum density for proposed future land use and zoning.

Table 3 – Current Traffic Impacts

Seg. No.	Type	Description	Start/End	Allowable Volume	Existing Traffic	Committed Trips	New Project Trips	Total Trips	Avail. Trips	Segment Status
7	PD	SR 10 (US 90)	Woodbine Rd/East Spencer Field Rd	2090	1412	433.00	20	1865	225.00	Yes
8	PD	SR 10 (US 90)	East Spencer Field Rd/Bell Ln	2390	1348	432.00	25	1805	585.00	Yes
9	PD	SR 10 (US 90)	Bell Ln/Avalon Blvd.	2410	1105	383.00	25	1513	897.00	Yes
36	PD	SR 281 (Avalon Blvd)	I-10/Mulat Rd.	1210	1083	183.00	3	1269	-59.00	No
37	PD	SR 281 (Avalon Blvd)	Mulat Rd./US 90	1210	894	250.00	3	1147	63.00	Yes
43	AA	CR 191B/281B	CR 197A/SR 281Avalon	10000	3600	1335.00	93	5028	4972.00	Yes
49	AA	CR 197A(Bell Lane)	US 90/CR 191B Sterling)	14600	6200	3545.00	837	10582	4018.00	Yes
70	AA	Mulat Road	SR 281/CR 191B	10000	1812	273.00	47	2132	7868.00	Yes

⁽¹⁾ Columns 1-7 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix. AA – Average Annual, PD – Peak Daily

⁽²⁾ PM PH is PM Peak Hour New Trips and DT are Daily New Trips

⁽³⁾ Total trips are the sum of Existing traffic count, Committed and New Project Trips.

⁽⁴⁾ Avail Trips (available trips) equals Allowable Volume minus Total Trips.

⁽⁵⁾ Segment status Yes – sufficient trips No-insufficient available trips

Table 4 depicts the future capacity conditions associated with the planning years 2010 and 2020. The project traffic was combined with the Years 2010 and 2020 background traffic volumes and compared against the roadway capacities to determine the level of service for the Years 2010 and 2020 traffic conditions. The updated Year 2010 and 2020 AADT is labeled *Revised 2010* and *Revised 2020* AADT.

Table 4 – 2010 & 2020 Traffic Impacts

Seg. No.	Description	Start/End	Adopted Service Vol.	2010 AADT	2020 AADT	Project Trips (AADT) (3)	Revised 2010 AADT	Revised 2020 AADT	Segment Status (5)
7	SR 10 (US 90)	Woodbine Rd/East Spencer Field Rd	35,700	41,600	50,700	326	41,926	51,026	No
8	SR 10 (US 90)	East Spencer Field Rd/Bell Ln	35,700	34,100	40,800	419	34,519	41,219	No
9	SR 10 (US 90)	Bell Ln/Avalon Blvd.	35,700	34,100	40,800	419	34,519	41,219	No
36	SR 281(Avalon Blvd.)	I-10/Mulat Rd	16,400	22,400	27,000	447	22,847	27,447	No
37	SR 281(Avalon Blvd.)	Mulat Rd./US 90	35,700	22,400	27,000	47	22,447	27,047	Yes
43	CR 191B/281B	CR 197A/SR 281Avalon	14600	5100	6300	93	5,193	6,393	Yes
49	CR 197A(Bell Lane)	US 90/CR 191B Sterling)	14600	8700	12900	837	9,537	13,737	Yes

⁽¹⁾ Columns 1-3 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See

Appendix .

⁽²⁾ Columns 4-6 were obtained from the Santa Rosa County Transportation Element Supporting Documentation See Appendix .

⁽³⁾ Project Trips – developed from Trip Distribution worksheets. See Appendix.

⁽⁴⁾ Revised AADT equals 2010 AADT or 2020 AADT plus Project Trips AADT

⁽⁵⁾ Segment status Yes – sufficient trips No-insufficient available trips

2010 and 2020 AADT and adopted volumes were provided by the Santa Rosa Comprehensive Plan Foundation Documentation. See Appendix. Current 2010 and 2020 AADTs were obtained from the Santa Rosa Comprehensive Plan Foundation Documentation. See Appendix. Revised AADT's were calculated by adding the project trips per segments to the provided 2010 and 2020 AADT.

Assessment of Traffic Impacts

EPR conducted an analysis to evaluate the daily traffic volumes for the study roadway segments. The project traffic combined with the planning periods Years 2010 and 2020 background traffic volumes were compared against the roadway capacities to determine the traffic impacts of a proposed FLUM amendment.

Table 3 summarized the current capacity conditions for all proposed impacted segments. . As shown in Table 3, no segments exceeded capacity under current conditions except for SR 281 (Avalon Blvd) from I-10 to Mulat Rd.

Table 4 summarizes the future capacity conditions associated with the planning period traffic conditions. According to the Santa Rosa County Transportation Foundation supporting documentation, the Avalon Blvd. adopted service volumes were based on proposed

construction in future year 2010. See appendix for documentation information. As shown in Table 4, analyses indicated there are no segments exceeding capacity except for US 90 segments from Woodbine to Ward Basin Road and SR 281 (Avalon Blvd.) from I-10 to Mulat Rd.

Conclusions & Recommendations

According to Table 2, the only segment that exceeds capacity under current conditions is SR 281 from I-10 to Mulat Road. As documented in the Santa Rosa County Road Segment Data the SR 281 segment exceeds the adopted level of service without the addition of the proposed project.

Based on the aforementioned documentation and technical analysis, it has been demonstrated that none of the impacted roadway segments will exhibit adverse traffic conditions in the 2010 and 2020 planning periods except for the US 90 segments from Woodbine to Ward Basin Road and the SR 281 segment from I-10 to Mulat Road. However, as documented in Table 4 and in the Santa Rosa County Comprehensive Plan Foundation Documentation, the US 90 segments, from Woodbine to Ward Basin Rd. and the SR 281 from I-10 to Mulat Rd., will exceed the adopted level of service through the planning period without the inclusion of proposed project's future land used amendment or rezoning.

In an effort to increase capacity and improve the level of service on US 90, Santa Rosa County commissioned a corridor study for the US 90 corridor and through the Florida-Alabama Transportation Planning Organization (FL-AL TPO) established box funds to allow corridor improvements along US 90 to be funded from 2006 through 2011. The Florida Department of Transportation (FDOT) has placed the US 90 Corridor Management Improvement project in the work program for years 2008 through 2011. Corridor limits are from SR 87 to the Escambia County Line. See Appendix.

The FL-AL TPO has also includes the six-laning US 90 from Avalon Blvd. to SR 89 on its project priorities for fiscal year 2008-2012. This project was placed in section B as a number 11 priority. This project includes six-laning the existing facility and adding pedestrian/bicycle facilities. Currently design is being held at 90%.

The FL-AL TPO has also included four-laning Avalon Blvd. from I-10 to north of the CSX railroad on its project priorities for fiscal year 2008-2011. This project was placed in section B as a number 7 priority. The PD&E is complete and design is under way. As directed by the TPO, the FDOT has placed the Avalon Corridor (from I-10 to north of the CSX railroad) in the work program for years 2011 and 2012. Future capacity construction has been scheduled for 2012. See Appendix.

Santa Rosa County has implemented a new impact fee ordinance. All new development will be required to pay transportation impact fees, which will be applied toward the cost of construction for new roadway capacity projects. The amount of fee is determined by the on the type and location of development. Impact fees may be paid in full or may be paid in installments, as an assessment on the property tax bill. For most developments, impact fees

will be due at the time of building permit approval. The only exception is for new subdivision development, which requires the fee to be paid at the time of final plat approval.

APPENDIX A

Bell Lane - Scenario 1
Summary of Trip Generation Calculation
For 42 T.G.L.A. of Specialty Retail Center
August 28, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	1861
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	50
4-6 PM Peak Hour Exit	1.52	0.00	1.00	64
4-6 PM Peak Hour Total	2.71	1.83	1.00	114
Saturday 2-Way Volume	42.04	13.97	1.00	1766
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Bell Lane - Scenario 1
Summary of Trip Generation Calculation
For 2 Dwelling Units of Single Family Detached Housing
August 28, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	14.22	0.00	1.00	28
7-9 AM Peak Hour Enter	1.35	0.00	1.00	3
7-9 AM Peak Hour Exit	4.06	0.00	1.00	8
7-9 AM Peak Hour Total	5.42	0.00	1.00	11
4-6 PM Peak Hour Enter	1.00	0.00	1.00	2
4-6 PM Peak Hour Exit	0.59	0.00	1.00	1
4-6 PM Peak Hour Total	1.59	0.00	1.00	3
Saturday 2-Way Volume	13.31	0.00	1.00	27
Saturday Peak Hour Enter	3.43	0.00	1.00	7
Saturday Peak Hour Exit	2.92	0.00	1.00	6
Saturday Peak Hour Total	6.36	0.00	1.00	13

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	$LN(T) = .92LN(X) + 2.71, R^2 = 0.96$
7-9 AM Peak Hr. Total:	$T = .7(X) + 9.43$
	$R^2 = 0.89, 0.25 \text{ Enter, } 0.75 \text{ Exit}$
4-6 PM Peak Hr. Total:	$LN(T) = .9LN(X) + .53$
	$R^2 = 0.91, 0.63 \text{ Enter, } 0.37 \text{ Exit}$
AM Gen Pk Hr. Total:	$T = .7(X) + 12.05$
	$R^2 = 0.89, 0.26 \text{ Enter, } 0.74 \text{ Exit}$
PM Gen Pk Hr. Total:	$LN(T) = .89LN(X) + .61$
	$R^2 = 0.91, 0.64 \text{ Enter, } 0.36 \text{ Exit}$
Sat. 2-Way Volume:	$LN(T) = .94LN(X) + 2.63, R^2 = 0.93$
Sat. Pk Hr. Total:	$T = .89(X) + 10.93$
	$R^2 = 0.9, 0.54 \text{ Enter, } 0.46 \text{ Exit}$
Sun. 2-Way Volume:	$T = 8.83(X) + -9.76, R^2 = 0.94$
Sun. Pk Hr. Total:	$LN(T) = .89LN(X) + .44$
	$R^2 = 0.88, 0.53 \text{ Enter, } 0.47 \text{ Exit}$

Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS



For Office Use Only

Site Plan/Subdivision Number: _____

- | | |
|-----------------------------------|-------|
| <input type="checkbox"/> Fee | \$250 |
| <input type="checkbox"/> Approved | _____ |
| <input type="checkbox"/> Revise | _____ |
| <input type="checkbox"/> Failed | _____ |
| <input type="checkbox"/> Vested | _____ |

Schedule A*: Initial Test for Traffic Concurrency Roadway Impact Analysis Worksheet

**(to be used for projects affecting all roadways except US98, US90, Avalon Boulevard and Woodbine Road)*

Project Name: Bell Lane Rezoning

Parcel Identification Number: 13-1N-29-0000-01005-0000

Project Description: 2.39 acre rezoning project

Worksheet Prepared by: Bonita Player, PE Date: 8/27/07

A. GENERAL REQUIREMENTS

Check all that apply:

- ☐ The proposed project involves combined land and water area (including submerged land leased area) exceeding three (3) acres, but is not a single family home or residential duplex.
- ☐ The proposed project is a residential development including ten (10) or more dwelling units
- ☒ The proposed project involves more than 1500 square feet of non-residential floor space
- ☐ The development, in aggregate with other requests for a development order (permit), exceeds any of the above limits
- ☐ Existing Levels of Service on the affected roadways are at Level of Service E or lower

If any of the above conditions apply to the proposed project, then the applicant must demonstrate that the development meets traffic concurrency (proceed to Section B).

B. TRIP GENERATION *(Use the latest edition of Trip Generation from ITE)*ITE Land Use Description and Numerical Code: Scenario 1 – Single Family Residential

Page #: _____

Independent Variable: Dwelling UnitsSize of Independent Variable: 2 [A]Average Rate for Weekday: $\ln(T) = 0.92 \ln(X) + 2.71$ [B]Number of Trips (A x B): 28 [C]New Trip Percentage: 100% [D]Total New Driveway Trips (C x D): 28 [E]Driveway Distribution Percentage (entering / exiting):5 [F]Total New Trips (E x F): 14 [G]**C. AREA OF IMPACT- Attach a map illustrating the area of impact**

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [G] above) must be compared to the table in Section 5.06.03, which is reproduced below.

Total New Trips	Area of Impact to be Analyzed
Less than 500 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
500-1500 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 1500 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

B. TRIP GENERATION *(Use the latest edition of Trip Generation from ITE)*ITE Land Use Description and Numerical Code: Scenario 2 – Specialty Retail

Page #: _____

Independent Variable: TH. GR. SRSize of Independent Variable: 42 [A]Average Rate for Weekday: 44.32 [B]Number of Trips (A x B): 1861 [C]New Trip Percentage: 100% [D]Total New Driveway Trips (C x D): 1861 [E]Driveway Distribution Percentage (entering / exiting):5 [F]Total New Trips (E x F): 930 [G]**C. AREA OF IMPACT- Attach a map illustrating the area of impact**

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [G] above) must be compared to the table in Section 5.06.03, which is reproduced below.

Total New Trips	Area of Impact to be Analyzed
Less than 500 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
500-1500 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 1500 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

B. TRIP GENERATION (Use the latest edition of Trip Generation from ITE and the capture rates from the Santa Rosa County Land Development Code Table 5.06.02)

ITE Land Use Description and Numerical Code: Scenario 1 – Single Family Residential

Page #: _____

Independent Variable: Dwelling Units

Size of Independent Variable:	<u>2</u>	[A]
Average Rate for PM Peak Hour of Adjacent Street Traffic:	<u>$\ln(T) = 0.90 \ln(X) + 0.53$</u>	[B]
Number of Trips (A x B):	<u>3</u>	[C]
New Trip Percentage:	<u>100%</u>	[D]
Total New Two-Direction Driveway Trips (C x D):	<u>3</u>	[E]
Driveway Distribution Percentage (entering / exiting):	<u>63%</u>	[F]
Driveway Entering OR Exiting Trips (E x F):	<u>2</u>	[G]
Directional Distribution Factor:	<u>.502</u>	[H]
Total New Peak Hour Peak Direction Trips:	<u>1</u>	[I]

C. AREA OF IMPACT- Attach a map illustrating the area of impact

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [I] above) must be compared to the table in section 5.06.03. Since the numbers of trips in this table are given in daily trip numbers and the calculations above are in peak hour, peak direction trip numbers, please refer to the table below to determine the area of impact for the proposed project. This table reflects conversion of the daily trips in Section 5.06.03 to peak hour trips based on average traffic factors (K and D).

Total New Trips (peak hour, peak direction)	Area of Impact to be Analyzed
Less than 30 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
30-80 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 80 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

(Section C continued on page 3)

B. TRIP GENERATION (Use the latest edition of Trip Generation from ITE and the capture rates from the Santa Rosa County Land Development Code Table 5.06.02)

ITE Land Use Description and Numerical Code: Scenario 2 – Specialty Retail

Page #: _____

Independent Variable: TH. GR. SR.

Size of Independent Variable:	<u>42 TH. GR. SR.</u>	[A]
Average Rate for PM Peak Hour of Adjacent Street Traffic:	<u>2.71</u>	[B]
Number of Trips (A x B):	<u>114</u>	[C]
New Trip Percentage:	<u>88%</u>	[D]
Total New Two-Direction Driveway Trips (C x D):	<u>100</u>	[E]
Driveway Distribution Percentage (entering / exiting):	<u>56%</u>	[F]
Driveway Entering OR Exiting Trips (E x F):	<u>56</u>	[G]
Directional Distribution Factor:	<u>.502</u>	[H]
Total New Peak Hour Peak Direction Trips:	<u>28</u>	[I]

C. AREA OF IMPACT- Attach a map illustrating the area of impact

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [I] above) must be compared to the table in section 5.06.03. Since the numbers of trips in this table are given in daily trip numbers and the calculations above are in peak hour, peak direction trip numbers, please refer to the table below to determine the area of impact for the proposed project. This table reflects conversion of the daily trips in Section 5.06.03 to peak hour trips based on average traffic factors (K and D).

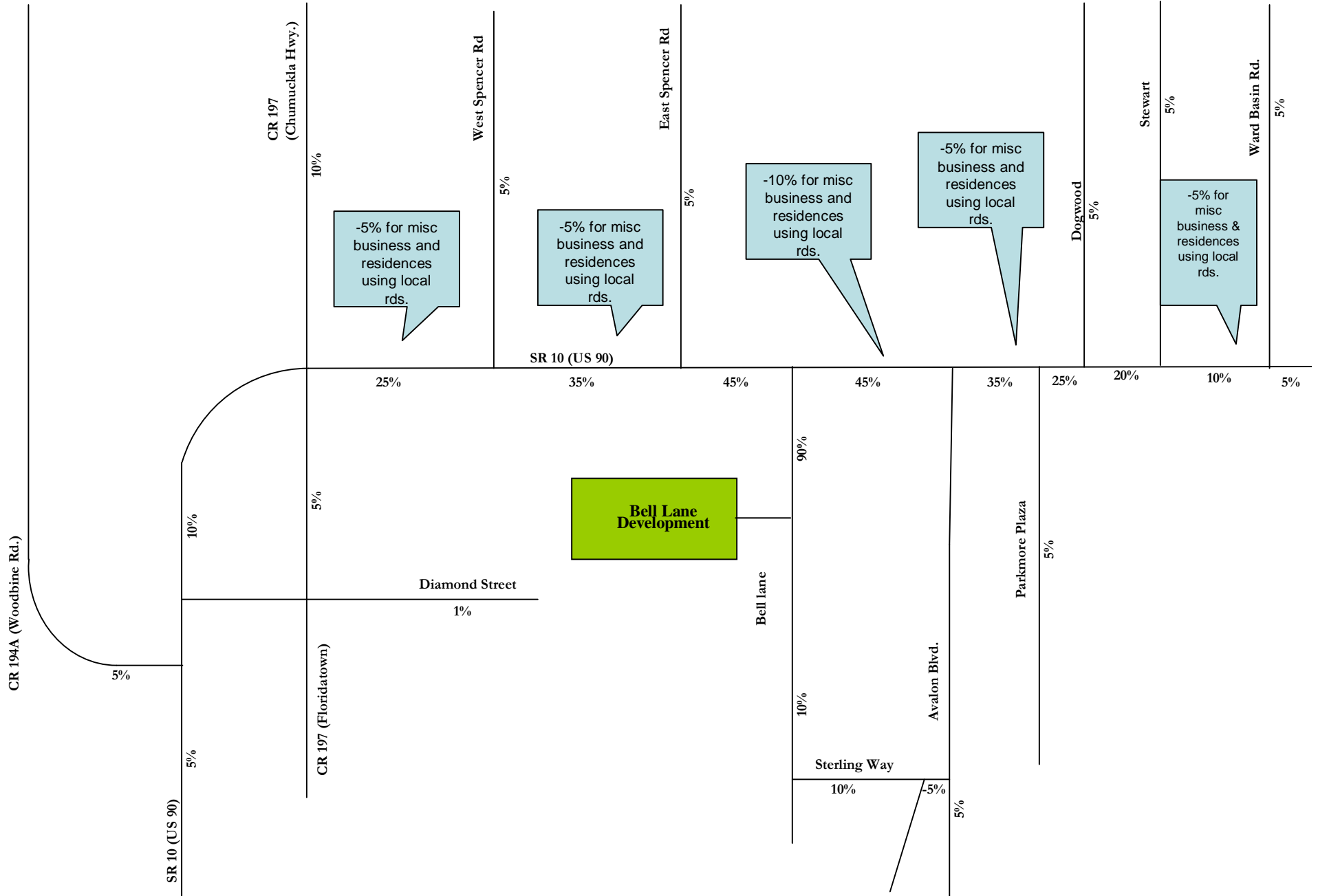
Total New Trips (peak hour, peak direction)	Area of Impact to be Analyzed
Less than 30 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
30-80 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 80 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

(Section C continued on page 3)

C. AREA OF IMPACT (CONTINUED)

APPENDIX B

PM Peak Hr. Trip Distribution



APPENDIX C

SANTA ROSA COUNTY ROAD SEGMENT DATA (EFFECTIVE AUGUST 1, 2007)

Segment	Road Segment Name	FROM:	TO:	Type	Max Service Volume	Current Count	Committed Trips	Background Traffic	Remaining Capacity
1	SR4	ESCAMBIA COUNTY LINE	CR399	AA	8200	5100	0	5100	3000
2	SR4	CR399	OKALOOSA COUNTY LINE	AA	8200	1900	0	1900	5970
3	SR8 (I-10)	ESCAMBIA COUNTY LINE	SR281	AA	49200	36500	131	36631	12700
4	SR8 (I-10)	SR281	SR87	AA	46900	26000	2153	28153	16729
5	SR8(I-10)	SR87	OKALOOSA COUNTY LINE	AA	32300	25500	729	26229	9569
6	SR10 (US90)	SANTA ROSA COUNTY LINE	WOODBINE ROAD	PD	3230	2180	112	2292	938
7	SR10 (US90)	WOODBINE ROAD	EAST SPENCER FIELD ROAD	PD	2090	1412	433	1845	245
8	SR10 (US90)	EAST SPENCER FIELD ROAD	BELL LN	PD	2390	1348	432	1780	610
9	SR10 (US90)	BELL LN	SR 281 (AVALON BLVD)	PD	2410	1105	383	1488	922
10	SR10 (US90)	SR 281 (AVALON BLVD)	PARKMORE PLAZA ROAD	PD	2400	1514	156	1670	730
11	SR10 (US90)	PARKMORE PLAZA ROAD	SR 87 (STEWART ST)	PD	2370	1738	187	1925	445
12	SR10 (US90)	SR 87 (STEWART ST)	WARD BASIN ROAD	PD	980	695	110	805	175
13	SR 10 (US 90)	WARD BASIN RD	AIRPORT ROAD	PD	940	537	152	689	251
14	SR 10 (US 90)	AIRPORT ROAD	SR 87S	PD	940	469	111	580	360
15	SR 10 (US 90)	SR 87S	OKALOOSA COUNTY LINE	PD	690	208	143	351	339
19	SR30 (US98)	E. END OF NAVAL LIVE OAKS	COLLEGE PARKWAY	PD	2670	2029	86	2115	555
20	SR30 (US98)	COLLEGE PARKWAY	CR191B (SOUNDSIDE DRIVE)	PD	2550	1896	81	1977	573
21	SR30 (US98)	CR191B	SUNRISE	PD	2710	1063	260	1323	1387
22	SR30 (US98)	SUNRISE	NAVARRE SCHOOL ROAD	PD	2740	1521	149	1670	1070
23	SR 30 (US 98)	NAVARRE SCHOOL ROAD	PANHANDLE TRAIL	PD	2320	1565	243	1808	512
24	SR 30 (US 98)	PANHANDLE TRAIL	OKALOOSA COUNTY LINE	PD	2800	2143	192	2335	465
25	SR87N	SR10	SR89	AA	35700	18700	897	19597	16103
26	SR87N	SR89	WHITING FIELD ENTRANCE	AA	35700	12437	492	12929	22771
27	SR87N	WHITING FIELD ENTRANCE	ALABAMA STATE LINE	AA	16300	2500	74	2574	13726
28	SR87S	SR30 (US98)	EGLIN AFB SOUTHERN BOUNDARY	AA	35700	14100	1309	15409	20291
29	SR87S	EGLIN AFB SOUTHERN BOUNDARY	SR10 (US90)	AA	34700	7450	2677	10127	24573
30	SR89N	US90	HAMILTON BRIDGE ROAD	AA	34500	19400	35	19435	15065
31	SR89N	HAMILTON BRIDGE ROAD	SR87	AA	35700	14800	262	15062	20638
32	SR89	ALABAMA STATE LINE	POLLARD ROAD (JAY CITY LIMITS)	AA	13000	2100	0	2100	10900
33	SR89	POLLARD ROAD	SHELL ROAD	AA	15000	2800	0	2800	12200
34	SR89	SHELL ROAD	SR87	AA	13000	2400	49	2449	10551
35	SR281 (AVALON BLVD)	US98	I-10	AA	16400	6300	407	6707	9693
36	SR281 (AVALON BLVD)	I-10	MULAT ROAD	PD	1210	1083	183	1266	(56)
37	SR281 (AVALON BLVD)	MULAT ROAD	US 90	PD	1210	894	250	1144	66
38	SR399 (Navarre Beach Bridge)	SR30 (US98)	SOUTH TERMINUS OF BRIDGE	AA	16400	7800	116	7916	8484

Segment	Road Segment Name	FROM:	TO:	Type	Max Service Volume	Current Count	Committed Trips	Background Traffic	Remaining Capacity
39	CR89 (WARD BASIN ROAD)	US90	I-10	AA	14600	6900	354	7254	7346
40	CR184 (HICKORY HAMMOCK ROAD)	SR87	CR89	AA	14600	2844	481	3325	11275
41	CR184A BERRYHILL ROAD	CR197	SR89 (Dogwood)	AA	16500	9310	7007	16317	183
42	CR191 MUNSON HIGHWAY	SR87	CR87A (EAST GATE ROAD)	AA	13600	4300	0	4300	9300
43	CR191B/281B (STERLING WAY)	CR197A	SR281 AVALON BOULEVARD	AA	10000	3600	1335	4935	5065
44	CR197 (FLORIDATOWN ROAD)	US90	DIAMOND ROAD	AA	10000	3600	147	3747	6253
45	CR197 (CHUMUCKLA HIGHWAY)	SR10 (US90)	CR184 (QUINTETTE ROAD)	AA	14600	8532	4197	12729	1871
46	CR197 (CHUMUCKLA HIGHWAY)	CR184	CR191	AA	13600	5800	2050	7850	5750
47	CR197A (WOODBINE ROAD)	US90	Guernsey Road	PD	1370	943	302	1245	125
48	CR 197A (WOODBINE ROAD)	GUERNSEY ROAD	CR197	PD	1370	763	346	1109	261
49	CR197A (BELL LANE)	US90	CR191B (STERLING WAY)	AA	14600	6200	3546	9746	4854
50	CR399 (NVARRE BEACH)	SOUTH TERMINUS OF BRIDGE	ESCAMBIA COUNTY LINE	AA	14600	7800	679	8479	6121
51	CR399 (EAST BAY BOULEVARD)	SR30 (US98)	SR87	AA	14600	9500	1811	11311	3289
52	CR87 (LANGLEY STREET)	SR87	WHITING FIELD MAIN GATE	AA	10000	5500	0	5500	4500
53	CR89 (WARD BASIN ROAD)	SOUTH TERMINUS	I-10	AA	9400	4500	216	4716	4684
54	CR182 (ALLENTOWN ROAD/SCHOOL ROAD)	CHUMUCKLA HIGHWAY	SR89	AA	10700	800	0	800	9900
55	CR182 (ALLENTOWN ROAD)	SR89	SR87	AA	10700	500	0	500	10200
56	CR184 (QUINTETTE ROAD)	CHUMUCKLA HIGHWAY	ESCAMBIA RIVER	AA	14600	3884	7026	10910	3690
57	CR191 (GARCON POINT ROAD)	SR281 (AVALON BLVD)	SR8 (I-10)	AA	13600	2100	1176	3276	10324
58	CR191 (GARCON POINT ROAD)	SR8 (1-10)	BAGDAD	AA	14600	6200	1708	7908	6692
59	CR191 (MUNSON HIGHWAY)	CR87A	SR4	AA	10900	1300	11	1311	9589
60	CR191 (WILLARD NORRIS ROAD)	CHUMUCKLA HIGHWAY	SR87	AA	14600	7700	1724	9424	5176
61	CR191A (ORIOLE BEACH ROAD)	US98	SOUTH TERMINUS	AA	10900	3200	524	3724	7176
62	CR191A (OLD BAGDAD HIGHWAY)	US90	CR191	AA	10900	2800	1198	3998	6902
63	CR191B (SOUNDSIDE DRIVE)	US98	EAST TERMINUS	AA	10900	900	329	1229	9671
64	EAST SPENCER FIELD ROAD	US90	NORTH SPENCER FIELD ROAD	AA	14600	9176	1814	10990	3610
65	WEST SPENCER FIELD ROAD	US90	BERRYHILL ROAD	AA	14600	7853	2740	10593	4007
66	PINE BLOSSOM ROAD	WILLARD NORRIS ROAD	SR89	AA	14600	3371	15	3386	11214
67	GLOVER LANE	US90	BERRYHILL ROAD	AA	14600	9753	241	9994	4606
68	BAY STREET	CR191A	EAST TERMINUS	AA	10900	600	33	633	10267
69	GONDOLIER BOULEVARD	US98	SOUTH TERMINUS	AA	10900	3800	2	3802	7098
70	MULAT ROAD	SR281	CR191B	AA	10000	1812	273	2085	7915
71	HAMILTON BRIDGE ROAD	EAST SPENCER FIELD ROAD	MILTON CITY LIMITS	AA	14600	4400	858	5258	9342

APPENDIX D

**Table 1A:
Roadways Under State Jurisdiction and Maintenance Responsibility**

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
1	SR 4	Escambia County Line to CR 399	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	3300 (B)	3500 (B)	3600 (B)	3900 (B)
2	SR 4	CR 399 to Okaloosa County Line	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	1400 (A)	1500 (A)	1700 (A)	2000 (A)
3	SR 8 (I-10)	Escambia County Line to SR 281 (Avalon Blvd.) <u>FIHS Facility</u>	Principal Arterial	4	Divided	Urban	C (52,000)	44,500 (C)	50,900 (C)	59,500 (D)	76,800 (F)
4	SR 8 (I-10)	SR 281 (Avalon Blvd.) to SR 87 <u>FIHS Facility</u>	Principal Arterial	4	Divided	Transitioning	C (52,500)	27,600 (B)	30,900 (B)	36,400 (B)	47,500 (C)
5	SR 8 (I-10)	SR 87 to Okaloosa County Line <u>FIHS Facility</u>	Principal Arterial	4	Divided	Rural Undeveloped	B (35,300)	20,500 (A)	22,300 (B)	25,900 (B)	33,000 (B)
6	SR 10 (US 90)	Santa Rosa County Line to Woodbine Road	Minor Arterial	4	Divided	Urban	D (35,700)	35,500 (D)	40,200 (F)	45,100 (F)	55,000 (F)
7	SR 10 (US 90)	Woodbine Road to East Spencer Field Road	Minor Arterial	4	Divided	Urban	D (35,700)	34,800 (D)	37,700 (F)	41,600 (F)	50,700 (F)

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
8	SR 10 (US 90)	East Spencer Field Road to SR 281 (Avalon Blvd.)	Minor Arterial	4	Divided	Urban	D (35,700)	26,800 (B)	30,700 (C)	34,100 (D)	40,800 (F)
9	SR 10 (US 90)	SR 281 (Avalon Blvd.) to Parkmore Plaza Rd	Minor Arterial	4	Undivided	Urban	D (35,700)	38,400 (F)	41,600 (F)	45,900 (C)	56,000 (F)
US90 to be six-laned by 2010				6	Divided		(53,500)				
10	SR 10 (US 90)	Parkmore Plaza Road to SR 87 (Stewart Street)	Minor Arterial	2	Undivided	Urban	D (32,700)	29,500 (D)	32,300 (D)	33,500 (E)	35,700 (F)
11	SR 10 (US 90)	SR 87 (Stewart Street) to Ward Basin Road	Minor Arterial	2	Undivided	Urban	D (16,400)	15,000 (D)	16,800 (E)	18,100 (F)	20,700 (F)
12	SR 10 (US 90)	Ward Basin Road to Airport Road	Minor Arterial	2	Undivided	Urban	D (16,400)	11,500 (C)	13,100 (C)	14,700 (D)	18,000 (F)
13	SR 10 (US 90)	Airport Road to SR87S	Principal Arterial	2	Undivided	Transitioning	D (15,500)	9200 (C)	10,400 (C)	11,900 (C)	14,800 (D)
14	SR 10 (US 90)	SR87S to Okaloosa County Line	Principal Arterial	2	Undivided	Rural Undeveloped	D (13,800)	3200 (B)	3500 (B)	4000 (B)	5000 (B)
15	SR 30 (US 98)	Escambia County Line to Fairpoint Road	Principal Arterial	6	Divided	Urban	D (53,500)	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
30	SR 89N	Hamilton Bridge Road to SR 87	Minor Arterial	4	Divided	Urban	E (35,700)	10,500 (B)	11,500 (B)	11,800 (B)	12,500 (B)
31	SR 89	Alabama State Line to Pollard Road	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	1700 (A)	1800 (A)	2000 (A)	2500 (A)
32	SR 89	Pollard Road to Shell Road (Jay City Limits)	Minor Arterial	2	Undivided	Rural Developed	D (17,300)	2600 (B)	3000 (B)	3400 (B)	4100 (B)
33	SR 89	Shell Road to SR 87	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	2000 (A)	2200 (A)	2400 (A)	2900 (A)
34	SR281 (Avalon Blvd)	US98 to SR8 (I-10)		2	Undivided	Transitioning	D (15,500)	5100 (C)	5500 (C)	6800 (C)	9400 (C)
35	SR 281 (Avalon Road)	SR 8 (I-10) to Mulat Road	Minor Arterial	2	Undivided	Urban	D (16,400)	16,700 (E)	20,100 (F)	23,100	29,300
SR281 to be four-laned by 2010				4	Divided		35,700			(B)	(B)
36	SR 281	Mulat Road to US90				Urban	(16,400)	17,500 (F)	20,100 (F)	22,400	27,000
SR281 to be four-laned by 2010				4	Divided		35,700			(B)	(B)
37	SR 399	SR 30 (US 98) to CR399	Urban Collector	2	Undivided	Urban	E (16,400)	6100 (B)	6800 (B)	7400 (B)	8600 (B)

**Table 1B:
Roadways Under County Jurisdiction and Maintenance Responsibility**

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
38	CR 89 (Ward Basin Rd)	US 90 to I-10	Minor Arterial	2	Undivided	Urban	D (14,600)	4400 (C)	5800 (C)	6400 (C)	7700 (C)
39	CR 184 (Hickory Hammock Road)	SR 87 to CR 89	Minor Collector	2	Undivided	Urban	D (14,600)	2600 (C)	2800 (C)	3100 (C)	3800 (C)
40	CR 184A (Berryhill Road)	CR 197 to SR 89	Minor Collector Urban Collector	2	Undivided	Urban	D (14,600)	8300 (C)	9400 (C)	9500 (C)	9800 (C)
41	CR 191 (Munson Highway)	SR 87 to CR 87A (East Gate Road)	Urban Collector Major Collector	2	Undivided	Urban	D (14,600)	4600 (C)	4700 (C)	5000 (C)	5700 (C)
42	CR 191B/281B (Sterling Way)	CR 197A to Avalon Boulevard		2	Undivided	Urban	D (14,600)	4300 (C)	4700 (C)	5100 (C)	6300 (C)
43	CR 197 (Floridatown Road)	US 90 to Diamond Road		2	Undivided	Urban	D (14,600)	2300 (C)	2500 (C)	2700 (C)	3400 (C)

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
44	CR 197 (Chumuckla Hwy)	US 90 to CR 184 (Quinette Road)	Minor Arterial	2	Undivided	Urban	D (14,600)	8300 (C)	9300 (D)	10,600 (D)	13,200 (D)
45	CR 197 (Chumuckla Hwy)	CR 184 to CR 191	Minor Collector	2	Undivided	Urban	D (14,600)	5500 (C)	5900 (C)	6600 (C)	8000 (C)
46	CR 197A (Woodbine Road)	US 90 to Guemsey Road	Urban Collector	2	Undivided	Urban	D (14,600)	13,500 (D)	19,000 (F)	22,800 (F)	30,300 (F)
47	CR 197A (Woodbine Road)	Guemsey Road to CR197	Urban Collector	2	Undivided	Urban	D (14,600)	11,900 (D)	12,900 (D)	14,200 (D)	17,300 (F)
48	CR 197A (Bell Lane)	US 90 to CR 191B	Urban Collector	2	Undivided	Urban	D (14,600)	4700 (C)	6600 (C)	8700 (C)	12,900 (C)
49	CR 399	South Approach of Navarre Beach Bridge to Escambia County Line	Major Collector	2	Undivided	Transitioning	D (18,200)	6100 (B)	6800 (B)	7400 (C)	8600 (C)

APPENDIX E

Florida Department of Transportation Work Program

2008-2012 ADOPTED

Last Update: 8/21/2007 - 03:00 AM

District 3 - SANTA ROSA County

Category: **Highways**Item Number: **220412-3**

Transportation System Description	District	Length		Type of Work		Item
	Fiscal Year:	2008	2009	2010	2011	2012
<u>Category:</u> Highways						
Non-intrastate State Highway	03 - Santa Rosa County		2.803 Miles	Right Of Way - Future Capacity		220412-3
SR 281 AVALON BLVD FROM N OF CSX R/R BRIDGE TO SR 10 (US 90)						
	Railroad & Utilites				\$50,000	
	Construction					\$25,415,119
	Construction Support					\$3,273,467

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Florida Department of Transportation Work Program

2008-2012 ADOPTED
Last Update: 8/21/2007 - 03:00 AM

District 3 - SANTA ROSA County

Category: **Highways**
Item Number: **409792-1**

Transportation System Description	District		Length	Type of Work		Item
	Fiscal Year:	2008	2009	2010	2011	2012
<u>Category: Highways</u>						
Non-intrastate State Highway	03 - Santa Rosa County		27.923 Miles	Corridor Improvement		409792-1
SR 10 (US 90) CORRIDOR MANAGEMENT_ IMPROVEMENT PROJECTS						
	Preliminary Engineering \$5,000					
	Construction (On-Going)		\$718,036	\$750,000		

[Click here to review the contact information for the content presented in this web site](#)

Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded by State and Federal Revenue

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
01	Corridor Management Plan/Studies	Box \$150,000 Annually for Corridor Management Plan/Studies	Corridor Management Team Study/TPO 2025 Cost Feasible Plan/Forecasted Revenues	TBA	Construction	FY 2008	\$150,000
					Construction	FY 2009	\$150,000
					Construction	FY 2010	\$150,000
					Construction	FY 2011	\$150,000
					Construction	FY 2012	\$150,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
02	Corridor Management Plan Improvements	Box \$1,500,000 Annually for Corridor Management Plan Improvements	Corridor Management Team Study/TPO 2025 Cost Feasible Plan/Forecasted Revenues	TBA	Construction	FY 2008	\$1,500,000
					Construction	FY 2009	\$1,500,000
					Construction	FY 2010	\$1,500,000
					Construction	FY 2011	\$1,500,000
					Construction	FY 2012	\$1,500,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
03	Public Transportation Operational Improvements	Box \$150,000 Annually for Public Transportation Operational Improvements	TPO 2025 Plan Update, Cost Feasible Plan/Forecasted Revenues	TBA	Operations	FY 2008	\$150,000
					Operations	FY 2009	\$150,000
					Operations	FY 2010	\$150,000
					Operations	FY 2011	\$150,000
					Operations	FY 2012	\$150,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
04	Bicycle/Pedestrian Projects Fund Box	Box \$300,000 Annually for Bicycle/Pedestrian Projects. Construct bicycle and pedestrian improvements as identified in the TPO's Bicycle/Pedestrian Plan. See Section C of the Enhancement Projects for the listings.	TPO 2025 Plan Update, Cost Feasible Plan/Forecasted Revenues	TBA	Construction	FY 2008	\$300,000
					Construction	FY 2009	\$300,000
					Construction	FY 2010	\$300,000
					Construction	FY 2011	\$300,000
					Construction	FY 2012	\$300,000

Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded by State and Federal Revenue

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
05	Coordinate Traffic Signal Operations	Box \$300,000 Annually for Coordination of Traffic Systems Operations	Need for coordinated traffic signal operations in the urbanized area to improve traffic operations on the bridge.	TBA	Construction	FY 2008	\$300,000
					Construction	FY 2009	\$300,000
					Construction	FY 2010	\$300,000
					Construction	FY 2011	\$300,000
					Construction	FY 2012	\$300,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
06	Intelligent Transportation Systems (ITS) Projects Fund Box	Intelligent Transportation Systems (ITS) Projects Fund Box (Box \$7 Million for one year then \$4.1 Million every other year for 2 years)	TPO 2025 Plan Update, Cost Feasible Plan, and Level of Service deficiency/Forecasted Revenues	TBA	Construction	FY 2008	\$7,000,000
					Construction	FY 2010	\$1,400,000
					Construction	FY 2012	\$1,400,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
07	SR 281 (Avalon Boulevard)	Four lane from I-10 to north of the CSX Railroad, with the appropriate bicycle and pedestrian considerations. ROW cost shown is for segments from I-10 to US 90. Northern segment funded for construction #2204123. Regional Facility	TPO 2025 Plan Update, Cost Feasible Plan, and Level of Service deficiency/Forecasted Revenues	2204121	PD&E	Complete	
					Design	Underway	
					Right-Of-Way	FY 2006-2007	\$14,600,000
					Construction	Not Scheduled	\$22,840,000